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American Railroad Journal.

New York, Saturday, August 22, 1868.

Railroads in Peru.

A letter to the *N. Y. Times*, dated Lima, Peru, S. A., July 22, 1868, says: The new railroad under contract with Mr. Meiggs, is being pushed forward rapidly. Fourteen miles are already graded and awaiting the sleepers and rails. A very formidable piece of work has been encountered, which is the opening of a tunnel to be cut through a solid granite rock of two thousand feet, the tunnel leading to a precipice seven hundred feet high. Here an immense chasm is encountered, over which a bridge must be constructed of trestle work, the bridge to be sixteen hundred feet long. This will be done and the road finished within the given time.

The Peruvian Government has also opened proposals for the construction of three other new and important railroads. These proposals will be open until Aug. 5, when the satisfactory one being accepted, the work will be rapidly pushed forward. The most important of these three new railroads is the one intending to start from the port of Iquique to run direct to the saltpetre mines of La Noria. Another one is intended to lead from Pisco into the sugar estates of the interior as far as Ica, and the last one will lead from Lima to Chanay. The line of telegraph in Peru is also to be extended some six hundred miles

and a submarine cable is to be laid connecting the Chincha Islands with Pisco.

TO INVESTORS.

SEVEN PER CENT. INTEREST IN GOLD.

PRINCIPAL ALSO PAYABLE IN GOLD.

The First Mortgage Bonds of the Rockford, Rock Island and St. Louis Railroad Company, as an INVESTMENT SECURITY, combining perfect safety, cheapness and profit, are unequaled by anything offered in the market.

They pay seven per cent. interest—Feb. 1, and Aug. 1—in gold coin, free of Government tax. The principal also is payable in gold.

The bonds have fifty years to run, and are convertible into stock at the option of the holder. A sinking fund is provided sufficient to pay off the whole mortgage at maturity.

Each bond is for \$1,000, or £200 sterling. Interest is payable in New York or London, at the option of the holder.

These bonds are fully secured, being a first lien of \$5,000,000 upon 200 miles of railway, costing \$10,000,000, and traveling the finest district of Illinois; also upon 20,000 ACRES OF LAND, estimated to contain 100,000,000 tons of coal. These lands, on the completion of the railroad through them, will be worth more than the whole amount of the mortgage.

For all the coal this Company can produce there is a ready market; 1,000 miles of railway and the population of 30,000 square miles of territory can be supplied with fuel from its mines, more readily and cheaply than from any other quarter.

One-half the means required for the construction and equipment of the railroad, and for the purchase of coal lands, is derived from the sale of capital stock, to which large subscriptions are made along the line of road and elsewhere.

The work of construction is proceeding with great rapidity, and the first division of fifty miles, giving an outlet to the coal, will be in full operation by 1st January next.

The estimated earnings of this line of railway, with its coal business, are threefold what will be required to pay interest on its bonds.

The trustee for the bondholders is the Union Trust Company of New York.

At 95, the present price, and with gold at 40 premium, the bonds pay an income of over 10 per cent. per annum.

For sale at the office of the Company, No. 12 Wall street.

Governments and other securities received in exchange, H. H. BOODY, Treasurer.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of July, as compared with the same period of the year 1867:

	1868.	1867.
From freight.....	\$347,622 54	\$322,253 92
" passengers.....	189,851 60	186,827 09
" express matter....	18,451 50	8,669 99
" mail.....	7,825 00	7,825 00
" rent of railway....	7,083 33	7,083 33
" miscellaneous....	1,000 00	4,721 94
Total.....	\$571,833 97	\$587,381 27
Expenses.....	364,877 32	367,842 17

Net earnings.....\$206,956 65 \$169,539 10

This shows an increase in earnings of \$34,452 70; with a decrease in expenses of \$2,964 85—making the increase in net earnings, \$37,417 55.

The earnings and expenses, from January 1 to July 31, compare as follows:

	1868.	1867.
Earnings.....	\$4,354,086 12	\$3,917,746 01
Expenses.....	2,790,150 71	2,824,827 64

Net earnings.....\$1,563,935 41 \$1,092,918 37

This shows an increase in earnings of \$436,340 11; with a decrease in expenses of \$34,667 93—making the increase in net earnings, \$471,008 04.

Canadian Railways.

The Great Western Railway shows a falling off of twenty-five thousand dollars; the Grand Trunk an increase of thirty thousand dollars; the Welland an increase of \$2,000; and the Northern R. R. nearly \$2,000 in July this year as compared with the same month last year. The Brockville and Ottawa, and New Brunswick and Canada Railways, also show an increase of five thousand dollars for the same period. Slight advances on all other roads, except the London and Port Stanley.

The next Legislature of Vermont will be petitioned for a railroad from some point on the line of the Rutland and Washington Railroad in Poulney, through the towns of Fairhaven, Westhaven, Benson and Orwell, to some point in Orwell or Shoreham.

Connecticut and Passumpsic Rivers R. R.

The receipts from operation of this road for the fiscal years ending May 31, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers	\$175,952 27	\$170,172 10
" freights	301,533 76	302,418 55
" mails	10,600 00	11,160 09
" express	4,200 00	4,950 00
" rents	1,419 83	3,107 96
	\$493,705 86	\$481,808 70

Expenses, viz:		
Maintenance of road	\$88,724 48	\$94,332 77
Motive power	79,791 52	88,389 31
Fuel	38,498 01	37,466 38
Oil and waste	8,497 68	4,521 74
Passenger department	14,823 43	18,315 88
Freight	24,737 02	27,141 25
Loss and damage	2,974 11	4,053 27
Repairs of buildings	5,622 98	3,208 65
Insurance	1,605 17	2,654 61
Tools and machinery	27,395 38	7,910 24
Miscellaneous expenses	18,383 52	31,900 36
	\$309,053 30	\$319,894 46

Net earnings	\$184,652 56	\$171,914 24
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A comparison of the earnings of the past with those of the preceding year, show a decrease of \$11,897 16, with an increase in expenses of \$10,841 16.

The company have 12 locomotives, 11 passenger, 6 baggage and mail, 126 box, 63 rack, 12 coal, 81 platform, 10 ore, 2 derrick, 10 gravel, 28 hand, 12 wood, and 1 drovers' cars, valued at \$288,125. Value of materials on hand, \$151,118 20.

There have been added to the equipment during the year, 1 freight locomotive, 1 smoking and post office car, 10 ore, and 2 derrick cars. Four locomotives, 1 baggage, 10 platform, 29 box, 2 rack and 7 hand cars have been thoroughly repaired; and 1 passenger, 11 box and 4 platform cars rebuilt. A car house, office, and other new buildings have been constructed at Lyndonville. In repairs of track, 130 tons of new and re-rolled iron, 5,226 repaired rails, and 36,848 sleepers have been used.

The track and road bed are in a good condition. The rolling stock has improved \$6,950, as per appraisal. \$24,050 has been expended the past year in new equipment.

The amount expended at Lyndon to May 31, 1868, exclusive of real estate, is \$194,905 73, and comprises round house, machine shops and buildings connected, four double houses, six cottage houses, aqueduct with iron pipes and reservoir, holding over 70,000 gallons, on an elevation of one hundred and fifty feet above the shops.

The original purchase of 334½ acres of land at Lyndon, at a cost of \$16,000 has furnished the corporation with all the accommodations anticipated. Of the foregoing expenditure \$10,000 has been realized from the sale of real estate, leaving about 300 acres for our own use and for sale. In addition to above, the corporation have 2,000 acres of wood and timbered land lying near their track, from which lumber, wood and sleepers can be obtained advantageously.

Two dividends of three per cent. have been declared during the year amounting to \$115,080, including Government tax (\$5,574.)

The bonded debt of the company has been reduced \$20,000, leaving outstanding, \$558,800, of

which \$10,700 are in hands of trustees of sinking fund.

The charges for "additional equipment" and "new shop," as per last report, and the expenditures for same accounts the past year, together with the credit to "extension," have all been transferred to "construction."

The new shops at Lyndon will enable the company to make their repairs economically and manufacture their engines and cars as low as can be done by any corporation, and of a quality superior, in point of durability, to any that can be purchased for the same amount of money.

The Directors of the Massawippi Railroad give us the strongest assurance that they shall soon commence the construction of their road, which, when completed, will give us a good connection with Quebec and Montreal via the Grand Trunk Railway.

The number of miles run by passenger trains during the year has been 85,696; by freight trains, 73,017; by other trains, 26,679—total, 185,392. Number of passengers carried, 112,817; do., carried one mile, 3,518,057. Tons of freight carried, 74,757; do., carried one mile, 3,712,070.

TRIAL BALANCE, JULY 14, 1868.

Construction	\$2,955,411 49
Wood lots	6,378 14
Superintendent, including stock and materials on hand, also sundry accounts unsettled	130,632 33
Excise tax	106 35
Notes receivable	2,188 00
Finance committee	368 32
Agent for collections	544 89
Cash	13,876 56
	\$3,109,506 07

Dividends uncalled for	\$2,469 34
Coupons uncalled for, (1,817,)	1,817 30
Lyndon lands	10,920 07
Preferred stock	1,822,100 00
Old stock	188,900 00
Special stock	700 00
Agent for construction	248 02
Rent account	1,684 65
Trustees of sinking fund	70,200 00
Reserve	24,000 00
Contingent	24,852 56
Bonded debt	553,800 00
Notes payable	394,000 00
Partial payments account subscription	4,998 23
Earnings	55,939 20
U. S. Government	2,877 00
	\$3,109,506 07

President.—HENRY KEYES.

Superintendent.—A. H. PERRY.

Treasurer.—N. P. LOVERING.

Secretary.—ELIJAH CLEVELAND.

Russian Railways.

The receipts of the Great Russian Railway show a sensible progress this year. Up to the close of May, 1868, the Warsaw line, with its Prussian branches had acquired the sum of 5,181,863 roubles, against 4,153,096 roubles in the corresponding period of 1867—the advance for the first five months of this year being 978,767 roubles.

The works on the line from Catherinburg to Tumen (Siberia) have been commenced.

A direct service now exists between France and Russia. To attain this object it was necessary to discuss arrangements between no less than ten different administrations—viz., the Great Russian, the East Prussian, the Berlin, Potsdam and Magdeburg, the Magdeburg and Halberstadt, the Duchy of Brunswick, the Hanover, the Cologne

and Minden, the Rhenish, the Belgian State lines, and the Northern of France. The distance between Paris and St. Petersburg is 1,759½ miles, of which 150½ miles are in France, 105½ miles in Belgium, 94½ miles in Germany, and 558½ miles in Russia. The service is stated to be well conducted, and it is expected to result in the development of a large business.

Ogdensburg and Lake Champlain R. R.

The earnings of this road for the years ending March 31, 1867 and 1868, were as follows:

	1867.	1868.
From freight	\$680,075 48	\$701,462 23
" passengers	168,040 31	173,227 99
" U. S. mail	10,710 00	10,710 00
" express	4,916 67	4,999 91
" rents	7,139 84	7,995 52
" use of engines	1,102 40	585 00
	\$871,984 70	\$898,980 70

Expenses, viz:

Repairs of road	\$103,379 65	\$98,689 40
Renewal of iron rails	47,660 09	71,364 23
Repairs of bridges, buildings, docks and fences	33,833 34	32,956 21
Taxes, including internal revenue	44,406 37	37,152 33
Insurance	2,555 74	6,420 92
Repairs of engines, cars and machinery	72,408 15	83,643 12
Agents and clerks	32,504 56	39,854 12
Labor handling freight, porters, watchmen switchmen, wood and water station attendance	58,678 08	53,237 21
Conductors, etc.	32,202 56	37,201 79
Engine and firemen	27,445 11	28,877 55
Fuel	71,946 13	52,061 37
Oil and waste	12,586 96	8,114 27
Loss and damage	7,580 55	2,037 46
Contingencies	10,443 04	13,822 71
Salaries, office expenses, etc.	42,654 56	32,805 49
	\$600,284 89	\$597,238 18

Net earnings	\$271,699 81	\$301,742 52
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From which has been paid—

Interest on 1st mort. bonds	\$80,765 66
Dividend on common stock and Government tax	96,925 50
Balance of dividend on common stock declared Feb. 1, 1867, and Government tax	7,525 50
Dividends on preferred stock and Government tax	55,464 60
Rebuilding Rouse's Point bridge, to accommodate new draws, and building piers under Malone bridge	33,741 55
	\$274,422 81

Balance	\$27,319 71
Add balance from previous year	172,151 05

Total, as in General Balance Sheet .. \$199,470 76

Compared with the previous year, the gross earnings of 1867-'68 show an increase of \$26,996; with a decrease in expenses of \$3,046 71—making the increase in net earnings \$30,042 71. The report says:

This difference will be more apparent, by taking into account the increased expenditure for iron, amounting to 1,750 tons, against 1,150 the year previous, the improved condition of our rolling stock, and the fact that, in 1866, the quantity of freight carried was equivalent to hauling 22,373,886 tons one mile, while, in 1867, it was equivalent to hauling 26,654,154 tons the same distance,

showing an excess hauled the entire length of the road; of 87,500 tons in 1867 over 1866.

As was predicted in our last annual report, in consequence of the small amount of grain awaiting shipment at the opening of navigation, rates for through freight were materially less than the year previous, while from the fact that navigation closed thirty days earlier than it has for many years, as well as the general depression in trade last autumn, our winter traffic was greatly diminished. In this connection, it is proper to add, that while our winter earnings were so materially diminished, we were able to make more than a corresponding reduction in expenses; thereby, making a net gain in those months over the previous year.

This spring, navigation has opened early, and with an increased business, so that our entire motive power is put in requisition to move it.

The local business of the road is steadily increasing, and it is reasonable to expect that in the future, as in the past, our earnings will increase year by year, as we add to our facilities for transportation.

NEW CONNECTIONS.

The road running from Mooser's Junction to Plattsburgh, has been purchased by responsible parties, and a Steam Ferry-Boat, capable of receiving fourteen cars, will be put on the route between Plattsburgh and Burlington, in June, to connect with the Rutland and Burlington road. This will open to us a new and important field of traffic, which has heretofore been confined to other routes, and from which we may reasonably expect a large increase of business, without diminishing or interfering with that we now have by the Vermont Central Line.

The Plattsburgh and Whitehall road, the construction of which has been commenced, will, when completed, give us a new and valuable connection to New York, and intermediate points.

The Portland and Ogdensburgh road is receiving, as it justly should, the attention of the people of Portland and the line of country through which it is proposed to run. This enterprise is one in which we have a direct interest, and when built, will add materially to our earnings. The distance from Portland to Ogdensburgh, by the route contemplated, is about 350 miles, thus giving Portland the best water and rail communication with the West, of any city in the East, bringing her nearer by rail to Chicago than Boston, and making her one of the most convenient ports for the shipment of breadstuffs to Europe, as well as for the receipt and distribution of foreign merchandise all over the West, and it is not a matter of surprise that the people of Portland should devote all their energies to the completion of this great work.

The Board have received a delegation of gentlemen engaged in this enterprise, who laid before them their plans, accompanied by an application for aid in building the road; no response has been given to this application, and it is yet to be determined in what manner the aid asked for can be afforded, without embarrassment to ourselves.

The Northern Transportation Company will, the present and ensuing season, add ten new propellers to their fleet, thus nearly doubling their means of transportation, running two boats daily from Ogdensburgh to the upper and lower lakes. This addition to their line is intended to accommodate the through business, which is now mainly confined to supplying the home consumption of Boston and vicinity; now that these additional facilities are being afforded, if the metropolis of New England expects to participate in the foreign trade in breadstuffs it will be necessary that the trunk roads should have access to deep water, where their freights can be delivered into elevators and warehouses, and from thence transferred to steamers.

While there are no facilities for loading steamers, it is useless for Boston to build them, and they will be found in the future, as in the past, an unprofitable investment; but let these facilities be afforded, and steamers will be found at her

wharves competing for the freight which this line of communication from the West will bring to her, and for which the roads between Boston and Ogdensburgh were originally constructed.

NEW EQUIPMENT.

It has been manifest to the directors, that in order to develop the resources of the road, a large addition to our equipment was required; to make this addition from the earnings, seemed not only unfair to the stockholders, but was too slow a process. *We need the equipment now.*

The Board, therefore, have authorized the issue of three hundred thousand dollars of bonds, secured by the equipment furnished, bearing an interest of eight per cent. per annum, free of government tax, and payable in ten annual instalments.

These bonds have been sold at from par, to two per cent. premium and the proceeds are in the hands of Trustees, who will disburse them for the objects contemplated.

An additional equipment of two locomotives, and about four hundred cars will be furnished, and the road placed in a strong condition for doing the business that has heretofore offered, and which we have been compelled to turn away.

FIRST MORTGAGE BONDS.

\$509,900 of these bonds have been exchanged for Preferred Stock, leaving outstanding \$985,000; and there is in the treasury, \$27,100, proceeds of the sale of Preferred Stock to be applied to the liquidation of these bonds.

SECOND MORTGAGE BONDS.

\$3,024,000 of these bonds have been converted into Common Stock, leaving outstanding \$53,000.

PREFERRED STOCK.

\$1,037,000 of this stock has been issued, of which \$500,000 has been applied to new equipment, the elevator, and other objects authorized in its issue; the balance has been applied to the liquidation of First Mortgage Bonds, with the exception of \$27,100 now in the treasury, to be applied to that object. There is remaining unissued, an amount sufficient to pay the bonds now outstanding.

NEW ELEVATOR.

This structure, which was in process of erection a year ago, was completed, and ready for use early in the autumn; it is built of brick, with a capacity for storing over 600,000 bushels of grain, and competent judges pronounce it the best elevator in the United States. Although for reasons given in a preceding page, we did not fill it at the close of navigation, its utility was made manifest; but for the facilities which this gave us for receiving grain, twice during the pressure of business in September and October, owing to a deficiency of cars, vessels would have been unable to discharge their freights, and the information would have gone back to Western ports, that Ogdensburgh was "blocked," which would have stopped further shipments, and ruined our fall business. Its great value to the road cannot be questioned. With this and our floating elevator, we can receive from vessels 15,000 bushels of grain per hour, and have storage capacity for 900,000.

TRACK.

The track is in better condition than it has been for many years, and will compare favorably with most of the New England and New York roads; but there is still room for improvement.

In no department can money be expended to better advantage, than in the purchase of iron. A poor track is sensibly felt in the wear and tear of machinery, and in the expenditures of the repair shops.

The past year, 1,750 tons of new iron (a larger quantity than it has received in any one year since it was completed) has been placed in the track, and 50,000 ties.

BRIDGES.

Public safety requires that these structures should be kept in good condition. Very few of the bridges have been rebuilt since they were first

laid down, and the process of rebuilding must be gradually prosecuted for the next few years. This can be done without entailing any very large special expenditures.

The rebuilding of a considerable portion of the bridge at Rouse's Point was rendered necessary the past season, by the building of a draw by the Vermont Central Road, to give passage to vessels through the Lake, thus displacing the large and unwieldy boat which has heretofore been used.

This is an improvement that has long been called for, and will prove more convenient to navigation, and add to the safety of trains.

Two substantial stone piers have been placed under the high bridge at Malone, to facilitate rebuilding in case of its destruction by fire; subject to great exposure, its construction, until the erection of these piers, would have involved an interruption of several weeks to our business, whereas it can now be speedily replaced.

The equipment of the road consists of 30 locomotives; 16 passenger, 8 baggage and 519 freight cars.

TRIAL BALANCE, MARCH 31, 1868.

Cost of road, including disbursements of preferred stock for equipment and other purposes.....	\$5,071,900 00
Bills receivable.....	46,270 37
Old rails.....	10,000 00
Elevator.....	53,286 09
Oil and waste.....	2,268 90
Coal.....	482 50
Fuel.....	68,877 08
Cash and due from other roads....	25,989 23
Real estate, wood lots, &c.....	48,134 28
New equipment.....	30,679 25
Material in repair shops.....	60,337 13
Sundry accounts.....	25,720 91
	\$5,443,895 74
Capital stock.....	\$3,024,000 00
Preferred stock.....	1,037,000 00
First mortgage bonds.....	985,000 00
Second ".....	53,000 00
Bills payable.....	81,779 96
J. C. Pratt and E. H. Baker, trustees	51,500 00
Coupons, past due.....	8,980 02
Unpaid dividends.....	3,165 00
Net earnings.....	199,470 76
	\$5,443,895 74

President.—JOHN C. PRATT.

Directors.—John C. Pratt, Jacob W. Pierce, John S. Farlow, George M. Barnard, Hollis Hunnewell, Thomas Upham, Samuel M. Felton, E. T. Farrington, William C. Brown, I. D. Farnsworth, Arthur Williams, Calvin T. Hulburd, Albert Andrus.

Treasurer.—HENRY A. CHURCH.

Gen'l Superintendent.—DEWITT C. BROWN.

St. Louis, Vandalia and Terre Haute R. R. The stockholders of the Columbus, Chicago and Indiana Central Railroad Co., have ratified the contracts with the companies owning the lines of road between Philadelphia and Terre Haute for the completion of the St. Louis, Vandalia and Terre Haute Railroad. This road now becomes the joint property of the Columbus, Chicago and Indiana Central, the Terre Haute and Indianapolis, and the St. Louis, Pittsburg and Cincinnati roads, the former company owning three-tenths of the road.

The Baltimore and Ohio Railroad Directors have determined to build the Point of Rocks branch at once. It has been decided to construct a single track from the Point of Rocks direct to Baltimore for the accommodation of freight, and the main road to go by Washington and Laurel Cut-off.

National Securities, Aug. 1, 1936.				State Securities, latest.			
Amounts outstanding.	Rate.	Payable.	When Payable.	Amounts outstanding.	Rate.	Payable.	When Payable.
*Indicates that no interest is paid.				*Indicates that no interest is paid.			
Loan of Jan. 29, 1947.....	registered	matured.	6 Jan. & July 1967	Alabama—State Bonds.....	coupon	183,000	5 May & Nov. 1972
Loan of March 31, 1945.....	registered	254,000	6 " " 1968	" " " " " " " "	(extended).....	1,941,000	5 " " 1983
" " " " " " " "	coupon		6 " " 1968	" " " " " " " "	(funded coup.).....	437,850	5 " " 1987
Texas Indemnity, of Sep. 9, 1950.....	coupon	20,000,000	5 presentation. Due.	" " " " " " " "	(sterling).....	648,000	5 Jan. & July 1976
Loan of June 14, 1933.....	registered	7,022,000	5 Jan. & July 1974	Arkansas—Bank Loan (real estate).....	coupon	800,000	6 April & Oct. 1961
" " " " " " " "	coupon		5 " " 1975	" " " " " " " "	(State Bank).....	610,000	6 Jan. & July 1968
Loan of June 22, 1930.....	registered	18,415,000	5 " " 1976	California—Civil Bonds of 1957.....	coupon	3,727,500	7 Jan. & July 1977
" " " " " " " "	coupon		5 " " 1977	" " " " " " " "	1960.....	198,560	7 " " 1980
Loan of Feb. 8, 1931.....	registered	1,016,000	6 " " 1981	" " " " " " " "	Soldiers Relief Bonds.....	1,548,500	7 " " 1984
" " " " " " " "	coupon		6 " " 1981	Connecticut—War Bonds of May, 1961.....	coupon	2,000,000	6 Jan. & July 1971
Oregon War Bonds of March 5, 1961.....	yearly	204,246,300	6 July 1981	" " " " " " " "	Oct. 1961.....	2,000,000	6 " " 1972
Loan of July 17, 1961.....	registered	1,016,000	6 Jan. & July 1981	" " " " " " " "	Nov. 1963.....	2,000,000	6 " " 1983
" " " " " " " "	coupon		6 " " 1981	" " " " " " " "	May, 1964.....	2,000,000	6 " " 1984
Loan of Feb. 24, 1962.....	(5-20s) registered	1,016,000	6 May & Nov. 1982	Florida—State Bonds.....	coupon	370,617	8 Jan. & July 1974
" " " " " " " "	coupon		6 " " 1982	Georgia—State Bonds (Railroad).....	coupon	276,000	7 various. 1974-75
Loan of March 3, 1964.....	(5-20s) registered	1,016,000	6 May & Nov. 1984	" " " " " " " "	(Act Mar. 12, '66).....	3,030,000	7 Jan. & July 1986
" " " " " " " "	coupon		6 " " 1984	" " " " " " " "	(Railroad).....	1,569,000	7 " " 1986
Loan of March 3, 1965.....	(5-20s) registered	1,016,000	6 May & Nov. 1985	" " " " " " " "	(Railroad).....	734,000	8 Feb. & Aug. 1986
" " " " " " " "	coupon		6 " " 1985	" " " " " " " "	(Sterling).....	72,000	8 Mar. & Sept. 1989
" " " " " " " "	2d series (5-20s) registered	1,016,000	6 Jan. & July 1986	Illinois—Ill. and Mich. Canal.....	coupon	1,157,232	6 Jan. & July 1970
" " " " " " " "	coupon		6 " " 1986	" " " " " " " "	registered	1,229,687	6 " " 1970
" " " " " " " "	3d series (5-20s) registered	1,016,000	6 " " 1987	" " " " " " " "	coupon	948,910	6 " " 1970
Loan of March 3, 1964.....	(10-40s) registered	194,560,400	5 Mar. & Sept. 1964	" " " " " " " "	War Loan Bonds.....	948,253	6 " " 1979
" " " " " " " "	coupon		5 " " 1964	Indiana—State Bonds.....	coupon	3,829,334	5 Jan. & July 1986
Pacific R.R. Bonds.....	(currency)	32,210,000	6 Jan. & July 1969	" " " " " " " "	1980.....	309,000	5 May & Nov. 1986
" " " " " " " "	7.3 June & Dec. 1968	17,948,175	7.3 June & Dec. 1968	Iowa—State Bonds.....	coupon	180,000	7 Jan. & July 1988
" " " " " " " "	7.2 Jan. & July 1968	22,414,000	7.2 Jan. & July 1968	" " " " " " " "	War Loan Bonds.....	300,000	7 " " 1988
" " " " " " " "	presentation.	21,504,890	6 At maturity. 3 yrs	Kansas—State Bonds.....	coupon	99,945	7 Jan. & July 1976
" " " " " " " "	presentation.	50,000,000	6 At maturity. 3 yrs	" " " " " " " "	War Loan Bonds.....	500,000	7 " " 1976
" " " " " " " "	presentation.	31,867,818	6 At maturity. 3 yrs	Kentucky—State Bonds.....	coupon	901,000	6 Jan. & July 1976
" " " " " " " "	presentation.	15,000,000	6 At maturity. 3 yrs	" " " " " " " "	1977.....	1,421,000	6 April & Oct. 1977
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	1978.....	415,000	6 May & Nov. 1978
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	1979.....	283,000	6 April & Oct. 1979
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	1980.....	636,000	6 various. 1980-85
" " " " " " " "	presentation.		6 At maturity. 3 yrs	Louisiana—State Bonds (Banks).....	coupon	4,832,980	6 Feb. & Aug. 1986
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Railroads).....	2,923,000	6 various. 1986-89
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Schools, etc.).....	665,000	6 Jan. & July 1986
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Levees).....	1,000,000	6 various. 1986-87
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(New).....	892,800	6 " " 1987
" " " " " " " "	presentation.		6 At maturity. 3 yrs	Maine—Mass. Land Debt of '73.....	coupon	174,000	5 October. 1972
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	Civil Loans of 1865-66.....	171,000	6 Mar. & Sept. 1974
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	1867-61.....	525,000	6 various. 1975-76
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	War Loan of 1861.....	475,000	6 Mar. & Sept. 1983
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	1863.....	2,882,500	6 Feb. & Aug. 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	Bounty Loan of 1863.....	315,000	6 June & Dec. 1989
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	War Loan of 1864.....	1,017,022	3 J. A. J. & O. 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	Maryland—State Bonds (Balt. & Susq. R.R.).....	coupon	1,405,507	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(B. & T.W. Can. later).....	120,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Ohio R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(O. and O. Can. later).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(R.R. various).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(B. & O. R.R. later).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(O. and O. Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Balt. & Susq. R.R.).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Bounty).....	1,000,000	5 " " 1980
" " " " " " " "	presentation.		6 At maturity. 3 yrs	" " " " " " " "	(Ches. & Ohio Can.).....	1,000,000	5 " "

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884.....	150,713	164,433	166,493	194,992	200,907	205,626	205,612	256,408	401,108	357,238	353,244	328,323	3,235,492
1885.....	189,445	247,211	432,240	356,045	472,493	410,800	493,882	596,584	641,481	676,448	634,943	676,265	5,825,355
1886.....	477,941	483,279	385,991	412,521	464,507	493,243	484,988	568,580	533,150	569,670	474,054	388,873	5,096,119
1887.....	377,852	380,190	489,555	407,018	465,102	483,306	400,550	401,879	483,177	483,917	474,184	360,641	5,167,571
1888.....	404,467	398,251	408,847	388,654	355,255	352,169	341,266	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1884.....	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,810	156,399	158,294	1,673,706
1885.....	100,991	154,418	196,303	162,723	178,786	206,090	224,257	312,165	354,554	330,879	307,803	322,018	2,770,484
1886.....	280,508	278,283	299,063	268,480	322,278	356,270	336,965	409,261	401,390	387,956	367,919	326,884	3,640,098
1887.....	226,153	222,241	290,111	268,249	329,851	371,544	321,987	387,269	322,638	360,233	322,080	271,247	3,696,163
1888.....	343,787	157,832	235,961	282,165	335,510	542,368	354,244	415,982	408,999	426,782	360,102	336,169	3,592,801
1889.....	259,639	296,498	261,599	270,386	335,510	378,461	408,616	.....	.....	.....	.....	.....	.....
Chicago, Rock Island and Pacific:													
1884.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,720	216,050	196,435	201,134	1,950,267
1885.....	158,735	178,482	243,160	185,013	198,679	243,178	224,990	307,874	375,960	324,865	326,617	321,037	2,096,470
1886.....	306,554	246,331	289,403	196,580	294,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	2,515,614
1887.....	241,396	183,335	257,230	209,089	277,506	306,693	238,936	317,977	400,941	428,474	345,028	290,328	2,486,922
1888.....	224,621	224,621	272,454	280,283	251,916	261,488	274,600	404,600	568,408	558,200	415,400	351,600	4,163,912
1889.....	283,600	281,900	282,900	289,700	308,891	306,200	329,800	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1884.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1885.....	273,876	317,839	390,355	421,363	466,830	556,145	480,710	619,306	669,005	729,759	716,738	658,460	5,114,586
1886.....	541,005	482,164	499,290	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	641,842	7,670,460
1887.....	523,508	399,917	523,745	537,519	558,948	928,983	808,524	797,475	1,000,088	1,206,218	1,010,892	715,389	9,296,480
1888.....	696,147	574,664	705,396	774,279	896,712	894,367	800,332	1,038,824	1,451,284	1,508,883	1,210,397	918,068	11,682,545
1889.....	741,928	800,787	855,611	1,068,959	1,206,796	1,167,544	1,091,466	.....	.....	.....	.....	.....	.....
Des Moines Valley:													
1884.....	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	65,035	90,583	73,140	50,296	580,371
1885.....	49,694	36,098	56,869	59,196	61,447	53,999	53,983	69,018	71,113	81,676	80,567	61,865	735,806
Erie:													
1884.....	845,695	859,949	956,445	948,059	848,783	770,148	794,243	687,092	816,801	925,254	1,094,649	1,035,221	10,469,481
1885.....	984,837	934,133	1,114,508	1,099,507	1,072,263	1,041,975	981,217	1,105,364	1,301,005	1,222,568	1,224,909	1,234,217	12,429,643
1886.....	1,001,007	947,146	1,266,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,488,699	1,522,472	1,428,768	15,424,775
1887.....	1,185,746	987,935	1,070,917	1,158,441	1,101,682	1,243,636	1,208,243	1,296,400	1,416,011	1,476,244	1,416,011	1,041,116	14,686,413
1888.....	906,795	917,639	1,139,528	1,217,143	1,122,140	1,119,781	1,071,812	1,239,024	1,444,745	1,498,716	1,421,881	1,041,466	14,139,300
1889.....	1,081,320	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1884.....	290,944	271,085	275,043	289,234	324,687	407,592	342,929	511,305	478,575	496,433	437,079	424,831	4,671,028
1885.....	327,900	416,588	459,762	426,797	406,372	510,100	423,578	640,179	799,286	661,391	667,141	603,492	6,625,447
1886.....	571,536	616,656	616,656	516,008	460,573	617,682	575,408	747,469	739,738	641,589	643,837	618,083	7,181,206
1887.....	608,068	606,266	505,465	411,005	569,250	567,679	480,620	578,263	571,348	601,971	583,219	504,066	6,646,741
1888.....	647,120	524,871	417,071	440,271	477,027	516,483	525,242	709,327	738,530	822,901	727,510	618,329	7,160,992
1889.....	519,856	488,089	409,649	407,764	496,626	543,019	509,156	.....	.....	.....	.....	.....	.....
Marquette and Cincinnati:													
1884.....	96,672	87,791	93,763	78,607	76,248	107,525	104,005	115,184	125,262	116,496	113,146	105,707	1,294,068
1885.....	90,411	85,447	84,361	81,181	96,288	103,573	98,043	106,921	104,866	113,504	112,952	128,902	1,201,339
1886.....	94,136	78,976	92,910	92,768	96,535	106,594	106,594	114,716	121,217	142,823	132,897	133,388	1,286,971
1887.....	92,433	81,599	95,482	108,461	95,416	95,924	108,413	.....	.....	.....	.....	.....	.....
Michigan Southern & Northern Indiana:													
1884.....	248,784	230,508	257,227	268,613	284,935	241,236	189,145	238,012	308,106	378,567	332,280	348,048	3,302,545
1885.....	256,600	304,445	328,464	336,661	267,126	315,258	278,891	388,862	402,219	407,107	448,934	411,806	4,130,152
1886.....	383,996	366,361	418,974	365,180	387,095	301,613	418,575	498,808	524,760	495,072	351,799	4,826,727	4,826,727
1887.....	312,846	277,234	412,716	418,970	418,024	384,584	338,368	384,401	429,177	496,456	429,546	382,218	4,660,523
1888.....	306,857	311,088	396,372	409,248	357,749	307,969	313,130	434,318	488,388	530,871	429,786	380,084	4,660,523
1889.....	362,021	338,335	331,497	456,983	400,486	363,560	301,405	.....	.....	.....	.....	.....	.....
Michigan Central:													
1884.....	242,073	245,858	236,432	238,495	236,453	206,221	193,229	215,449	308,168	375,488	339,794	306,195	3,168,065
1885.....	282,435	278,948	248,802	238,276	271,583	265,780	238,244	346,781	409,445	410,802	405,510	370,470	3,970,948
1886.....	306,324	279,137	344,228	337,241	401,456	386,063	329,105	413,501	476,661	490,094	447,670	328,870	4,530,560
1887.....	282,439	285,796	337,168	343,737	365,196	335,083	324,986	369,646	429,161	498,640	414,004	368,069	4,380,115
1888.....	304,095	283,661	375,210	382,783	333,952	284,977	313,021	398,993	464,778	506,296	414,934	320,373	4,371,073
1889.....	343,316	304,316	362,890	415,768	369,326	326,501	321,013	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1884.....	319,763	240,765	261,143	316,286	401,900	369,266	366,412	350,565	751,738	1,101,771	775,616	438,223	5,833,608
1885.....	368,487	360,884	338,281	426,629	565,718	468,094	423,247	.....	.....	.....	.....	.....	.....
New York Central:													
1884.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	782,841	892,744	1,018,375	968,228	1,002,798	9,666,244
1885.....	790,272	790,167	867,590	911,397	839,120	841,165	818,512	840,460	1,079,551	1,041,522	1,045,401	1,167,818	11,069,863
1886.....	921,831	938,587	959,023	1,106,064	1,004,454	1,029,736	1,066,798	1,272,117	1,450,076	1,277,118	1,187,506	1,116,829	13,367,709
1887.....	867,869	613,881	955,659	1,246,734	1,132,701	1,162,024	1,495,793	1,624,434	1,526,839	1,526,839	1,488,368	1,117,859	14,767,128
1888.....	1,084,390	896,887	1,136,745	1,190,491	1,170,415	1,084,533	1,135,461	1,286,911	1,480,929	1,530,519	1,211,109	985,867	14,143,215
1889.....	901,571	846,863	1,076,773	1,227,286	1,068,781	904,536	1,011,998	1,388,915	1,732,673	.....	.....	.....	.....
Ohio and Mississippi:													
1884.....	210,329	260,466	309,261	269,444	234,963	223,242	268,177	302,596	332,400	378,006	346,243	275,950	3,511,077
1885.....	259,223	239,139	313,914	271,627	290,916	304,463	340,285	344,700	350,248	372,618	412,553	284,319	3,763,065
1886.....	267,541	246,109	328,236	277,424	283,130	263,925	247,262	305,454	278,701	310,762	302,426	281,613	3,260,583
1887.....	242,793	219,065	279,647	284,729	282,939	240,135	234,638	322,621	366,371	379,367	336,066	272,653	3,459,319
1888.....	211,973	231,851	266,908	252,140	204,620	217,082	194,466	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1884.....	192,216	217,151	244,423	258,674	283,99								

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,075,129			Hartford and New Haven...100	\$3,000,000	J. A. J. & O.	July '68 3	Portl., Saco & Portsmouth*...100	\$1,500,000	J. & D.	Jun. '68 3
Allegheny Valley...50	1,408,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	July '68 4
Alton and St. Louis...100	125,000	J. A. J. & O.	Oct. '07 11	Do. do. pref. 100	6,253,830			Raleigh and Gaston...100	2,000,000		Jul. '68 3
Atlanta and West Point...100	1,232,200	J. & J.	Jan. '68 34	Hanover Branch, Pa. 50	116,850	M. & N.	May '68 5	Rensselaer and Saratoga...100	800,000	A. & O.	Apr. '68 3
Atlantic & N. Carolina...100	5,545,225			Housatonic...100	820,000			Richmond and Danville...100	2,000,000		
Atlantic & Gt. Western...50	11,522,150			" pref. 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,000		
" " pref. 50	1,919,000			Hudson River...100	13,937,100	A. & O.	Apl. '68 4	Rich. Fred. and Potomac...100	1,041,800		
Atlantic & St. Lawrence*...100	2,494,900	J. & J.	Jul. '68 2	Hazleton...50	1,615,000	May	My '68 24	Rockport...100	88,400		Nov. '67 2
Augusta and Savannah...100	733,700	J. & J.	Jan. '68 34	Huntingdon & B'd Top...50	494,330			Rome, Waterl. and Og'n'b...100	2,385,500	J. & J.	July '68 5
Baltimore and Ohio...100	16,157,992	A. & O.	Apl. '68 4	" pref. 50	190,750	J. & J.	Jun. '68 34	Rutland preferred...100	1,469,429	F. & A.	A. g. '68 34
Do. Washington Br. 100	2,960,000	A. & O.	Apl. '68 3	Illinois Central...100	23,336,450	F. & A.	Aug. '68 5	St. L. Alf. and T. Haute...100	2,800,000		Annual
Baltimore City Passenger...100	670,000			Indianapolis, Cin. & Lafayette...100	1,689,900	M. & S.	Sep. '67 4	" " pref. 100	1,700,000		May '68 1
Bay de Noquet & Marq...100	4,420,000	A. & O.	Feb. '68 34	Jeffersonv. Md. & Ind. 100	2,000,000	J. & J.	Jan. '68 5	St. L. Jack'nv. and Chic'o...100	1,469,429		
Bellefontaine Line...100	997,112	F. & A.	Feb. '68 34	Joliet and Chicago*...100	1,500,000	J. A. J. & O.	Apl. '68 14	Sandusky and Cincinnati...100	2,089,000		
Belvidere Delaware...100	600,000	J. A. J. & O.	Jul. '68 11	Joliet & North. Indiana*...100	900,000	J. & J.	Jan. '68 4	" pref. 100	398,078	M. & N.	Nov. '67 5
Berkshire...50	250,000	J. & D.	Dec. '67 24	Lackawanna & Bloomsb...50	1,335,000			Sand. Manaf. and Newark...100	900,000		
Blossburg & Corning*...50	13,725,000	J. & J.	Jul. '68 5	Leeds and Farmington*...50	2,158,565	J. & J.	Jul. '68 24	Saratoga and Hudson R...100	1,020,000		
Boston and Albany...100	110,000	A. & O.	Apl. '68 4	Lehigh and Mahanoy...50	5,104,060	M. & N.	Jan. '67 6	Saratoga and Whitehall*...100	500,000	A. & O.	Apr. '68 3
Boston and Chelsea...100	459,000			Lehigh and Susquehanna...50	5,104,060	M. & N.	My '67 5	Savannah and Charleston...100	1,000,000		
Boston, Concord & Mont...100	1,340,400	M. & N.	May '68 3	Lehigh Valley...100	10,734,100	J. A. J. & O.	Jul. '68 24	Schuykill and Susquehanna...50	1,289,150		
Do. do. pref. 100	1,078,000	J. & D.	Jun. '68 4	Lehigh Luzerne...50	444,650	J. & J.	Jan. '68 4	Schuykill and Third St. (Ph.) 50	208,757	J. @ J.	Jul. '68 2
Boston and Lowell...100	4,930,974	J. & J.	Jul. '68 5	Lexington & Frankfort...100	514,646	M. & N.	Nov. '67 8	Schuykill Valley*...100	676,050	J. & J.	Jul. '68 24
Boston and Maine...100	3,600,000	J. & J.	Jul. '68 4	Little Miami...100	8,572,400	J. & D.	Dec. '67 4	Seaboard and Roanoke...100	868,200		
Boston and Providence...100	3,600,000	J. & J.	Jul. '68 4	Little Schuylkill*...100	2,646,100	J. & J.	Jan. '68 2	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Broadway (Boston) 50	2,100,000	J. & J.	Jul. '67 5	Lomb. and South St. (Ph.) 25	90,000			Shamokin V. and Pottsv.*...50	869,450	F. & A.	Feb. '68 3
Broadway & 7th Av. (N. Y.) 10	1,000,000	F. & A.	Feb. '68 34	Long Island...50	3,000,000	F. M. A. N.	Aug. '66 2	Shore Line...100	635,200	J. & J.	Jan. '68 3
Brooklyn City & New'n...100	389,800			Long Branch & Sea Shore...50	95,194			Sixth Avenue (N. Y.)...100	750,000		Nov. '67 10
Buff. New York & Erie*...100	850,000	M. & N.	My '68 34	Louisv. Cin. and Lex. pr. 100	48,632	J. & J.	Jul. '67 44	Somerville...100	75,000	M. & N.	May '68 3
Buffalo and State Line...100	2,200,000	F. & A.	Aug. '68 4	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '68 3	South Carolina...100	2,819,275		
Cambridge Horse (Boston) 100	777,800	A. & O.	Apl. '68 44	Louisville and Nashville...100	5,500,000	F. & A.	Feb. '68 4	South Shore...100	259,685		Jul. '68 3
Camden and Amboy...100	6,842,200	F. & A.	Aug. '68 5	Louisv. N. Alb. & Chicago...100	2,800,000			South Western, Georgia...100	3,208,400	F. & A.	Feb. '68 4
Camden and Atlantic, pref. 50	600,000			Lowell and Lawrence...100	200,000	A. & O.	Apl. '68 3	Southern Mississippi...100	1,000,000		
Cape Cod Branch...50	721,926	J. & J.	Jul. '68 14	Macon and Western...100	1,500,000			Staten Island...100	660,000	J. & J.	Jul. '67 4
Catawissa...50	1,160,000			Mahanoy & B'd Mount*...50	921,615			Stoney Brook...100	297,800	M. & N.	My '68 24
Catawissa, pref. 50	2,200,000	M. & N.	May '68 3	Maine Central...100	1,600,860			Summit Branch...50	250,000	J. & J.	Jul. '68 3
Cayuga & Susquehanna*...50	589,110	J. & J.	Jul. '68 4	Manchester & Lawrence...100	1,000,000	M. & N.	May '68 5	Syr., Bingham. and N. Y. 100	1,200,130	J. @ J.	Jul. '68 4
Central of Georgia...100	4,668,800	J. & J.	Jul. '68 7	Marietta & Cincinnati...50	2,029,778	M. & S.	Sep. '66 3	Taunton Branch...100	250,000		
Central of New Jersey...100	13,768,000	J. A. J. & O.	Apl. '68 14	" " 1st pref. 50	6,588,135	M. & S.	Sep. '66 3	Tennessee and Alabama...100	595,922	J. & J.	Jan. '68 8
Central Ohio...100	400,000	J. & D.	Jun. '68 3	" " 2d pref. 50	4,051,744	M. & S.	Sep. '66 3	Terre Haute and Indiana...50	1,983,150	J. & J.	Jan. '68 8
Do. do. pref. 100	970,000	J. & D.	Oct. '67 24	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68 3	Third Avenue (N. Y.)...100	1,750,000		
Con. Park, N. & E. River...100	1,201,000			Memphis and Ohio...100	570,000			Thirtieth and Fif. (Ph.)...50	1,660,000	J. @ J.	Jan. '68 1
Charlotte & S. Carolina...100	380,000			Metropolitan (Boston)...100	1,250,000	J. & J.	July '68 5	Tol., Peoria and Warsaw...100	1,700,000		
Chemung...100	2,017,825	Annual	Jul. '68 2	Michigan Central...100	7,502,866	J. & J.	Jul. '68 5	" " 1st pref. 100	908,176		
Cheshire, preferred...100	3,888,643	M. & S.	Sep. '68 5	Mich. So. & North. Ind. 100	11,095,340	Aug.	Aug. '68 4	" " 2d pref. 100	5,400,000		
Chicago and Alton...100	2,425,576	M. & S.	Mar. '68 5	" " guaranteed...100	588,700	F. & A.	Feb. '68 5	Tol., Wabash and West...50	1,000,000	M. & N.	My '68 34
Chicago, Bari. & Quincy...50	12,500,000			Middlesex (Boston)...100	400,000			Troy and Boston...100	607,111		
Chicago and Gt. Eastern...100	4,390,000			Mill Creek and Minehill*...50	323,375	J. & J.	July '68 5	Troy and Greenbush*...100	274,400	J. & D.	Jun. '67 34
Chicago, Iowa & Nebraska*...100	1,000,000			Millville and Glasboro*...100	368,200	F. & A.	Aug. '67 6	Troy, Salem and Rut'd*...100	800,000	A. & O.	Apr. '68 3
Chicago and Milwaukee*...100	2,227,000			Milw. & Prairie du Chien...100	3,082,000	Annual	Feb. '68 8	Union Transport'n (Box.)...100	200,000		
Chicago & N. Western...100	13,160,927	June	Jun. '68 10	" " 1st pref. 100	1,014,000	Annual	Feb. '68 7	Union (Phila.)...50	291,476	J. @ J.	Jul. '68 3
Chicago & N. Western...100	12,994,719	June	Jun. '68 10	" " 2d pref. 100	3,627,000	J. & J.	Jan. '67 5	Utica and Black River...100	834,400	J. & J.	Jan. '68 4
Chicago, R. I. & Pacific...100	14,000,000	Sept.	Sep. '68 10	Milw. & St. Paul...100	7,371,000	J. & J.	Jan. '67 5	Vermont and Canada*...100	2,250,000	J. & D.	Jun. '68 4
Cin. Ham. & Dayton...100	3,129,100	M. & N.	Jan. '68 8	M. Hill & Schuylk. Haven...50	8,775,600	J. & J.	Jul. '68 4	Vermont Central...100	8,000,000		
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '68 2	Mobile and Ohio...100	3,588,300			Vermont and Massachusetts...100	2,800,000	J. & J.	Jun. '68 14
" Street...100	1,000,250	J. @ J.	Jul. '68 6	Montgomery & W. Point...100	1,644,104	F. & D.	Dec. '67 4	Virginia Central...100	3,353,679		
Cincinnati and Zanesville...50	192,750	F. & A.	Aug. '68 34	Morris and Essex...50	5,500,000	F. & A.	Feb. '67 34	Virginia and Tennessee...100	3,452,815		
Citizens' Passenger (Phila.) 50	6,000,000	M. & N.	Jun. '68 3	Mt. Carbon & Pt. Carbon*...50	282,350	J. & J.	July '68 6	Western Union...100	2,687,237		
Clew. Col. Cin. & Ind. 100	2,044,600	M. & N.	Jun. '68 3	Nashua and Lowell...100	600,000	M. & N.	May '68 5	West Jersey...100	731,050		Aug. '68 4
Cleveland & Mahoning*...50	5,000,000	J. & J.	Jul. '68 2	Nashua & Chattanooga...100	2,056,544			West Philadelphia...50	249,100	J. & J.	Jul. '68 5
Cleveland, Paines & Ashia...50	5,424,091	J. A. J. & O.	Jul. '68 2	Naugatuck...100	1,100,000	F. & A.	Aug. '68 5	Wilm. and Manchester...100	1,180,470		
Cleveland and Pittsburg...50	4,841,000	J. & J.	Jul. '68 2	New Bedford & Taunton...100	500,000	J. & J.	Jul. '68 4	Wilm. and Weldon...100	1,340,213		
Cleveland and Toledo*...50	4,841,000	J. & J.	Jul. '68 2	New Haven & N. London...100	728,538			Worcester and Nashua...75	1,141,000	J. & J.	Jun. '68 44
Col. & Indianapolis Cen. 100	4,000,000	J. A. J. & O.	O. '67 2	N. Haven & Northampton...100	1,224,100	J. & J.	Jan. '68 3				
Columbus and Xenia*...50	1,786,200	J. & J.	Jan. '68 4	New Jersey...100	5,000,000	F. & A.	Aug. '68 5	Chesapeake and Delaware...50	1,575,963	J. & D.	Jun. '68 3
Concord...100	1,500,000	M. & N.	May '68 5	New London Northern...100	895,000	M. & S.	Mar. '68 4	Chesapeake and Ohio...25	8,228,595		
Concord & Portsmouth...100	350,000	J. & D.	Jun. '68 34	New York Central...100	26,530,000	F. & A.	Aug. '68 4	Delaware Division...50	1,633,350	F. & A.	Aug. '68 4
Coney Island & Brooklyn...100	600,000			New York and Harlem...100	6,285,050	J. & J.	Jul. '68 4	Delaware and Hudson...100	10,000,000	F. & A.	Aug. '68 6
Conn. & Passump. Rivers...100	1,000,000			" pref. 50	1,500,000	J. & J.	Jul. '68 4	Delaware and Raritan...100	2,298,400	F. & A.	Aug. '68 5
Do. do. pref. 100	1,673,300	J. & J.	Jul. '68 3	New York & New Haven...100	6,000,000	J. & J.	Jul. '68 5	Erie of Pennsylvania...100	64,000		
Connecticut River...100	1,650,000	J. & J.	Jul. '68 5	N. Y. Provid. & Boston...100	1,755,231	J. & J.	Jul. '68 5	Lehigh Coal and Navigat...50	6,137,000	M. & N.	My '67 3
Cumberland Valley...50	1,316,900	A. & O.	Apl. '68 4	Nisg. Bridge & Cananda*...100	1,000,000	J. & J.	Jan. '68 3	Monongahela Navigation...50	728,100	J. & J.	Jan. '68 2
Danbury and Norwalk...100	306,900			Ninth Avenue...100	797,400			Morris (consolidated)...100	1,025,000	F. & A.	Feb. '67 3
Dayton and Michigan*...100	2,384,941			North Carolina...100	4,000,000			" (preferred)...100	1,175,000	F. & A.	Feb. '68 5
Delaware...50	466,132	J. & J.	Jul. '68 3	Northern Central...50	4,648,900	F. M. A. N.	May '68 2	Schuyl. Navigation (cons.) 50	1,908,207	F. & A.	Feb. '67 6
Del. Lackaw. & Western...50	11,288,550	J. & J.	Jul. '68 5	Northern Eastern (S. C.) pref. 100	155,000			" (pref.)...50	2,888,805	F. & A.	Feb. '67 6
Des Moines Valley...100	1,550,050			Northern of N. Hampsh...100	8,067,400	J. & D.	Jul. '68 4	Suq. and Tide Water...50	2,062,083		
Detroit & Milwaukee...100	452,359			Northern of N. Jersey...100	158,800			Union...50	2,907,860		
" pref. 100	1,600,000			North Pennsylvania...50	3,150,150			" preferred...50	50		
D. Dock, E. B'dw. & Bat. 100	1,200,000			Norwich & Worcester...100	2,368,000	J. & J.	July '68 3	W. Branch and Suq...50	1,100,000	J. & J.	Jan. '68 5
Dubuque and Sioux City...100	1,678,641			Ogdenab. & L. Champl'n...100	3,077,000	F. & A.	Feb. '68 3	Wyoming Valley...50	800,000	Irregular	Oct. '67 4
Do. do. pref. 100	1,987,351			" pref. 100	641,200	A. & O.	Apl. '68 4				
Eastern (Mass.)...100	3,678,204	J. & J.	July '68 4	Ohio and Mississippi...100	20,222,647						
Eastern (N. H.)...100	492,500	J. & J.	July '68 4	" pref. 100	8,607,197	J. & D.	Jun. '68 34	MISCELLANEOUS.			
East Pennsylvania...50	654,000			Oil Creek & Allegheny R. 50	4,259,000	J. & J.	Jul. '68 2	Atlantic Mail Steamship...100	4,000,000	M. J. S. & D.	Dec. '67 24
East Tenn. and Georgia...100				Old Colony & Newport...100	4,848,300	J. & J.	July '68 3	Pacific Mail Steamsh. p...100	20,000,000	M. J. S. & D.	Dec. '67 3
East Tenn. and Virginia...100				Orange and Newark...100	281,550	J. & J.		Union Navigation...100	4,000,000	M. J. S. & D.	Dec. '66 5
Eighth Avenue (N. Y.)...100	1,000,000	J. A. J. & O.	Jan. '68 4	Oswego and Syracuse...50	482,400	F. & A.	Aug. '68 4	West'n Union Telegraph...100	28,450,000		

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1887		1st General Mort	1,728,000	7	Jan. & July.	New York	1893	91
Convert. (guar. by Dir.)	150,000	7			1893		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,000,000	7	Apr. & Oct.	New York	1895	78½
1st Mortgage convertible	833,000	7	Jan. & July.	New York	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1864		1st Mortgage	1,397,000	7	Jan. & July.	New York	1870	90
Albany and Susquehanna:							1st Mort (C. R. I. & Pa.)	6,099,000	7	Jan. & July.	"	1895	91½
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York	1895	90½
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	8,000,000	7	"	"	1885	92½
Atlantic and Gt. Western:							Funded Coupon Bonds	766,000	7	May & Nov.	"	1883	98
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	92
2d Mortgage	774,700	7	Apr. & Oct.	"	1881		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	75
1st Mortgage, Penn.	2,324,800	7	"	"	1877		Appleton Extension Bonds	2,300,000	10	May & Nov.	"	1885-71	100½
2d Mortgage	913,500	7	Jan. & July.	"	1882		Green Bay Extension Bonds	184,000	7	Feb. & Aug.	"	1885	89
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flagg Trust Bonds	200,000	8	Jan. & July.	"	1886	75
1st Mortgage, Ohio Division	3,764,400	7	Apr. & Oct.	New York.	1876		Cincinnati, Hamilton and Dayton:						
2d Mortgage	2,880,000	7	Apr. & July.	"	1883		1st Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
1st Mortgage, Buffalo Ext'n'n	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	500,000	8	"	"	1877	
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati and Zanesville:						
Consolidated Bonds	16,333,500	7	Quarterly.	London	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886		1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	91
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1873		2d Mortgage	587,000	8	March & Sept.	"	1876	
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	1887-70		Hubbard Branch	105,600	7	"	"		
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling Bds of 1833	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1833		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore.	1885	98	2d Mortgage	1,000,000	7	"	"	1880	
"	1850.	6	Jan. & July.	"	1880	97	3d Mortgage	1,000,000	7	April & Oct.	"	1892	
"	1855.	6	Jan. & July.	"	1875	97	Cleveland and Pittsburg:						
"	1834.	6	Ja. Ap. Ju. Oc.	"	1867	98	2d Mort. (M. L.) or 1st Extension	1,130,000	7	March & Sept.	New York.	1873	95
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	99½	3d Mort. (M. L.) or 2d Extension	1,603,000	7	May & Nov.	"	1875	92
Bay de Noquet and Marquette:							4th Mort. (M. L.) or 3d Extension	1,106,439	6	Jan. & July.	"	1892	78
Income	100,000	8	April & Oct.	Boston.	1870		Consol. S. F. mort. (\$5,000,000)	135,000	7	May & Nov.	"	1900	92
Bellefontaine and Indiana:							Clev., Columbus and Cin.						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-90	90	1st Mortgage, Coupon	425,000	7	Jan. & July.	New York.	1888-85	
2d Mortgage	433,000	7	"	"	1870	82½	Cleveland and Toledo:						
Income bonds	87,000	7	"	"	1870	82½	1st Mortgage	27,000	7	April & Oct.	New York.	1867	
Belvidere Delaware:							2d Mortgage	128,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	82½	C. & T. Mortgage Bonds	692,000	7	April & Oct.	"	1886	87
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	88	C. and T. (S. F.) Mortgage	2,021,000	7	Jan. & July.	"	1885	101
3d Mortgage (do)	745,000	6	Feb. & Aug.	"	1877	82½	Columbus and Indiana Central:						
Boston Concord and Montreal:							1st mortgage	3,200,000	7	Jan. & July.	New York.		
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1865		2d mortgage	1,000,000	7	May & Nov.	"		
2d Mortgage	300,000	7	"	New York.	1865	100	Columbus and Xenia:						
3d Mortgage	100,000	6	Jan. & July.	Boston.	1870	94½	1st Mortgage	248,000	6	March & Sep.	Columbus.	1890	
2d Mortgage Coupons	250,000	7	"	New York.	1870	100	Connecticut River:						
Sinking Fund	336,000	6	"	Boston.	1889	93	Mortgage	250,000	6	March & Sept.	Boston.	1878	96
Boston and Lowell:							Connecticut and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	98	1st Mortgage	673,800	6	June & Dec.	Boston.	1875	95
2d Mortgage	200,000	6	April & Oct.	"	1879	99½	Cumberland Valley:						
Buffalo, Bradford and Pittsburg:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	106½
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		2d Mortgage	109,500	8	"	"	1904	
Buffalo, New York and Erie:							Dayton and Michigan:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	1st Mortgage	283,000	7	Jan. & July.	New York.	1867	83½
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	92	2d Mortgage	2,589,000	7	"	"	1881	87
Buffalo and State Line:							3d Mortgage	642,000	7	"	"		
1st Mortgage	500,000	7	April & Oct.	New York.	1866	98½	Toledo depot bonds	169,500	7	"	"		
Income (4 in '99, 4 in '72)	200,000	7	Jan. & July.	"	var.		Dayton and Western:						
Special Erie and North-East	149,000	7	"	"	61-70		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Burlington and Missouri:							2d Mortgage	250,000	7	June & Dec.	"		60
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870	98	Delaware:						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	91½
Old Road bonds	121,160	7	"	"	93-80		Guaranteed	100,000	6	"	"	1875	
Camden and Amboy:							State Loan	170,000	6	"	"	1876	
English debt (S. F.) \$380,550	1,841,862	6	Semi-annual.	London.	1880		Delaware, Lackawanna and W'n:						
American Loan	3,335	6	"	New York.	1864		1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	97½
Loan for \$500,000	210,800	6	"	"	1867		1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	90½
" \$500,000	338,040	6	"	"	1870	97½	2d Mortgage	1,668,000	7	March & Sept.	"	1881	100
" \$675,000	675,000	6	April & Oct.	"	1875	98	Des Moines Valley:						
" \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
" \$2,500,000	867,000	6	May & Nov.	"	1889	88½	Income	462,000	7	Jan. & July.	"	1884	80
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	96	Detroit and Milwaukee:						
Camden and Atlantic:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	81
1st Mortgage Coupon	490,000	7	Jan. & July.	Cooper's Point	1872	90½	2d Mortgage	1,000,000	8	"	"	1866	
2d Mortgage	493,000	7	April & Oct.	"	1879	80½	3d Mortgage (convertible)	750,000	10	"	"	1863	
Catawissa:							4th Mortgage (G. W. R. R.)	600,000	8	"	"		
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882		Dubuque and Sioux City:						
Central of New Jersey:							1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	88
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101	Construction bonds, 2d Div'n	600,000		"	"		
2d Mortgage	600,000	7	May & Nov.	"	1875	102	Eastern (Mass.):						
Central Ohio:							2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	88	3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	97½
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1865	86½	1st M. (State) \$75,000 a y'r after 64	425,000	5	Ja. Ap. Ju. Oc.	"	66-71	
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885		Essex Railroad Bonds	214,400	6	"	"	1876	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Endorsed by State of Tennessee	139,480		"	"		
4th Mortgage (S. F.)	1,268,800	7	"	"	1875		Mortgage (ordinary)	780,490		"	"		
Income	1,192,200	7	Jan. & July.	"	67-60		State of Tennessee Bonds	1,399,000	6	"	"		
Central Pacific of California:							Endorsed by State of Tennessee	185,000		"	"		
1st Mortgage	7,830,000	6	Jan. & July.	New York.	1896	101½	1st Mortgage (after State)	74,000		"	"		
Convertible bonds	1,500,000	7	"	"	1883	110	2d Mortgage bonds	14,000		"	"		
Cheshire:							Elmira and Williamsport:						
Bonds of '75, '77, '80	673,200	6	Jan. & July.	Boston.	75-80	95	1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Chicago, Burlington & Quincy:							Five per cent bonds	570,000	5	Apr. & Oct.	"		62
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	111½	Erie and North-East:						
" " " " " " " "	3,125,000	8	"	"	1883		Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Pain Bonds, dated Sept. 20, 1880	680,000	4½	March & Sept.	Frankfort a. M.	1890		Evansville and Crawfordsville:						
2d Mortgage, inconvertible	941,000	4½	July.	"	1890		Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1867	100	Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1868		Florida:						
C. B. & Q. Serip	415,250		Jan. & July.	Frankfort a. M.			Internal Improvement (State)	1,655,000	7	"	"	1881	92½
Chicago and Alton:							Free Land, 2d Mortgage	1,500,000	8	"	"	1891	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	100							
1st Mortgage pref. S. F.	444,000	7	May & Nov.	"	1877	102½							
Income Bonds	1,700,000	7	April & Oct.	"	1883	94							

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. var., that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State) ..	\$300,000	7	-----	-----	1891	-----	Memphis and Charleston State [Tenn.] Loan	\$1,595,590	6	Jan. & July.	New York.	1892	-----
Free Land, 2d Mortgage	300,000	6	-----	-----	1891	-----	1st Mortgage	1,254,000	7	May & Nov.	"	1890	-----
Galena and Chicago Union: 1st Mortgage Coupon	1,919,000	7	Feb. & Aug.	New York.	1882	100	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	70
2d Mortgage (S. F.) Coupon	1,178,000	7	May & Nov.	"	1875	96	Michigan Central: 1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	-----
Elgin and State Line	189,000	7	Jan. & July.	"	1879	-----	1st Mortgage S. F. (convertible) ..	500,000	8	March & Sept.	"	1869	-----
Mississippi River Bridge	300,000	7	Jan. & July.	"	1884	-----	1st Mortgage (convert.) Dollar ..	1,777,000	8	"	N. Y. & Boston	1869	117
Great Western, Ill.: 1st Mortgage	1,000,000	10	April & Oct.	New York.	1868	102	1st Mortgage (convert.) Dollar ..	288,000	8	April & Oct.	"	1882	116
" Eastern	45,000	7	Feb. & Aug.	"	1888	88	1st Mortgage (S. F.) convertible ..	4,231,500	8	"	"	1882	116
1st Mortgage whole line	2,500,000	7	"	"	1888	88	Mieh. Southern and N'n Indiana: Goshen Air Line	640	7	Feb. & Aug.	New York.	1861	-----
2d Mortgage	2,500,000	7	May & Nov.	"	1893	76	Northern Indiana, 1st	637,000	7	Feb. & Aug.	"	1868	97
Hannibal and St. Joseph: Missouri State Loan (1st lien) ..	3,000,000	6	Jan. & July.	New York.	73-78	92	Detroit and Toledo	924,000	7	"	"	1876	-----
Land Security	3,344,600	7	April & Oct.	"	1881	96	1st General Mortgage (S. F.) ..	4,788,000	7	May & Nov.	"	1886	100
Convertible Bonds	622,000	7	Jan. & July.	"	1883	98	2d General Mortgage	2,693,000	7	"	"	1877	94
Harriburg and Lancaster: New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	80	Milwaukee and St. Paul: 1st Mortgage	4,593,000	7	Jan. & July.	New York.	1893	93
Hartford and New Haven: 1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	90	2d Mortgage	1,000,500	7	April & Oct.	"	1894	90
Houston and Texas Central: 1st Mortgage	302,500	6	Jan. & July.	Bridgeport.	1877	-----	Real Estate Purchase	135,500	-----	-----	-----	1874	-----
State (1st Lien) Loan	210,000	-----	-----	-----	-----	-----	Milwaukee and Prairie du Chien: 1st Mortgage (coupon)	390,500	7	Jan. & July.	New York.	1891	-----
Mortgage	125,000	7	-----	-----	1866	-----	Minnesota and Pacific	1,200,000	7	Jan. & July.	"	1892	61
Hudson River: 1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	100	Real Estate	1,246,000	7	May & Nov.	New York.	-----	-----
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	105	Mississippi Central: 1st Mortgage	1,517,600	8	Feb. & Aug.	"	-----	-----
3d Mortgage	1,840,000	7	May & Nov.	"	1875	101	2d Mortgage	1,246,000	7	-----	-----	-----	-----
Convertible	1,002,000	7	"	"	1867	100	Mississippi Central and Tenn.: State (Tenn.) Loan	629,000	6	-----	-----	-----	-----
Illinois Central: Optional Right Bonds	20,000	7	Jan. & July.	New York.	1868	-----	Mississippi and Missouri: 1st Mortgage (convertible)	1,000,000	7	-----	New York.	-----	-----
Construction	5,000,500	7	April & Oct.	London.	1875	-----	2d Mortgage (S. F.)	400,000	8	-----	"	-----	-----
Construction	2,499,000	6	"	New York.	1875	120	1st Land Grant	3,612,000	7	-----	"	-----	-----
Redemption bonds	2,563,000	6	"	"	1890	-----	Mississippi and Tennessee: Tennessee State Loan	167,900	6	Jan. & July.	New York.	1885	-----
Sterling Redemption bonds	343,000	7	"	London.	1875	-----	1st Mortgage	600,000	6	"	"	1876	-----
Illinois and Southern Iowa: 1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	74	Income Bonds	297,500	10	"	Memphis.	1870	-----
Indiana Central: 2d Mortgage	264,000	10	Jan. & July.	New York.	1870	100	Mobile and Ohio: Tennessee State Bonds	1,099,160	6	Jan. & July.	New York.	1882	-----
Indianapolis and Cincinnati: 1st Mortgage	600,000	7	Jan. & July.	New York.	1888	93	Sterling (1st mort.) Bonds	4,187,000	6	"	London.	-----	-----
Ind., Pittsburg and Cleveland: 2d Mortgage	347,000	7	"	"	-----	-----	" " "	146,200	8	"	Mobile	1861	-----
Indianapolis and Madison: Mortgage	640,000	7	May & Nov.	New York.	1881	85	Income Bonds of 1861	625,700	8	"	N. Y. & Mob.	62-65	-----
Jeffersonville: 1st Mortgage	187,000	7	March & Sept.	New York.	1861	85	" " " 1862-67	75,342	8	"	Mobile.	62-65	-----
2d Mortgage	392,000	7	April & Oct.	"	1873	66	ten years	30,500	6	-----	-----	63-65	-----
Joliet and Chicago: 1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883	101	Mortgage	61,500	8	-----	-----	1866	-----
Joliet and N. Indiana: 1st Mortgage (guar.)	800,000	8	Jan. & July.	New York.	1874	-----	Bonds	100,000	-----	Jan. & July.	-----	1870	-----
Kennebec and Portland: 1st Mortgage (City and Town) ..	300,000	6	April & Oct.	Boston.	1870	-----	Bonds	299,200	-----	"	-----	1876	-----
2d Mortgage	280,000	6	"	Augusta.	1861	-----	Bonds	639,500	-----	"	-----	1881	-----
* Kentucky Centr. (Gov. and Lex.) 1st Mortgage	180,000	6	-----	-----	-----	-----	Morris and Essex: 1st Mortgage (S. F.)	5,000,000	7	May & Nov.	New York.	1915	100
1st Mortgage	200,000	7	-----	-----	-----	-----	2d Mortgage	1,500,000	7	Feb. & Aug.	"	89	-----
2d Mortgage (convertible)	1,006,000	7	-----	-----	-----	-----	Muscogee: 1st Mortgage	249,000	7	-----	-----	-----	-----
Lehigh Valley: 1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	84	Nashville and Chattanooga: Mortgage (State endorsed) ..	1,500,000	-----	-----	-----	-----	-----
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872	-----	Naugatuck: 1st Mortgage conv.	224,000	7	Jan. & July.	Bridgeport.	1876	-----
Lackawanna and Bloomsburg: 1st Mortgage	2,024,478	7	Jan. & July.	Philadelphia.	1881	-----	* New Albany and Salem: 1st Mortgage	2,235,000	6	-----	-----	-----	-----
Lexington and Frankfort: Mortgage, due 1869 and '74	63,000	6	Jan. & July.	Lexington.	69-74	-----	N. Hav., N. Lond. and Stonington: 2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	91
Little Miami: Mortgage (coupon)	1,489,000	6	May & Nov.	New York.	1883	100	Extension	116,000	6	May & Nov.	"	1878	-----
Long Island: State Loan (S. F.)	100,000	6	Jan. & July.	New York.	1876	92	New Haven and Northampton: 1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	-----
1st Mortgage	500,000	6	"	"	1870	-----	1st Mortgage (H. & Hamp.)	103,000	6	-----	-----	-----	-----
Ext. bonds (Hunter's Point)	175,000	7	Feb. & Aug.	"	1890	-----	New Jersey: Company's (various)	850,000	6	Semi-annually.	New York.	var.	-----
Ext. bonds (Glen Cove Br.)	150,000	6	May & Nov.	"	1893	-----	New London Northern: 1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Long Dock Co.: Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	97	Extension Bonds	72,500	6	March & Sept.	"	1885	-----
Louisville and Frankfort: 1st Mortgage	100,000	6	Jan. & July.	New York.	1881	-----	N. Orleans, Jackson and Gt. North: 1st Mortgage Coupon	2,741,000	8	Jan. & July.	New York.	1886	-----
1st Mortgage	120,000	6	"	"	68-78	-----	2d Mortgage Bonds	241,000	-----	-----	-----	-----	-----
Louisville and Nashville: 1st Mortgage Main Stem	1,594,000	7	Feb. & Aug.	New York.	68-77	-----	N. Orleans, Opelousa, and Gt. West: Louisiana State Loan	650,000	6	-----	-----	-----	-----
Lebanon Branch 1st Mortgage	600,000	7	"	"	80-83	-----	New Orleans City Subscription 1st Mort. Construction	1,500,000	5	-----	-----	1889	-----
Memphis Branch 1st Mortgage	267,000	7	"	"	70-75	-----	New York Central: Premium (S. F.) Bonds	6,189,954	6	May & Nov.	New York.	1883	90
Bardonia and Louisville	30,000	7	"	"	1870	-----	Funding (S. F.) Bonds	1,514,000	7	Feb. & Aug.	"	1876	104
City of Louisville bonds	1,074,000	-----	-----	-----	86-87	-----	Exchanged S. F. [S. F.] Bds. ..	694,000	6	May & Nov.	"	1883	-----
Louisville, Cin. and Lexington: 1st Mort. (\$3,000,000)	1,500,000	7	Jan. & July.	New York.	1897	36	" " " [B. & N. F.]	77,000	6	"	"	1883	-----
Maine Central: Loan \$1,100,000	1,092,900	6	-----	-----	80-81	-----	Real Estate (S. F.) Bonds	165,000	6	"	"	1883	-----
Loan \$400,000	314,100	6	-----	-----	70-71	-----	Real Estate Bonds & Mortgages ..	131,315	7	var.	"	var.	-----
McMinnville and Manchester: State [Tenn.]	372,000	6	-----	-----	-----	-----	" " "	45,560	6	"	"	1883	-----
Mortgage	24,000	7	-----	-----	-----	-----	Bonds of Aug. 1859, Convertible ..	458,000	7	Feb. & Aug.	"	1876	133
Marietta and Cincinnati: 1st Mortgage Bonds	2,268,385	7	Feb. & Aug.	Baltimore.	1891	92	Bonds of Oct. 1863, [S. F.]	2,900,000	6	June & Dec.	"	1887	95
1st Mortgage Sterling	1,000,000	7	May & Nov.	"	1891	77	New York and Erie: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	104
2d Mortgage	300,000	7	"	"	1883	-----	2d Mortgage	4,000,000	7	March & Sept.	"	1879	108
Scioto & Hocking Val. R. mort. State [Tenn.] Loan	910,000	6	-----	-----	-----	-----	3d Mortgage	6,000,000	7	"	"	1883	98
Memphis and Louisville: State [Tenn.] Loan	340,000	6	-----	-----	-----	-----	4th Mortgage	4,441,000	7	April & Oct.	"	1880	93
State [Tenn.] Loan	340,000	6	-----	-----	-----	-----	5th Mortgage	928,500	7	June & Dec.	"	1888	90
							Buffalo Branch	186,400	7	Jan. & July.	"	1891	-----
							Sterling Bonds	3,875,520	-----	-----	London.	1875	-----
							New York and Harlem: 1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108
							Consolidated	1,000,000	7	Feb. & Aug.	"	1893	100
							3d Mortgage	990,300	7	Jan. & July.	"	1897	92
							New York and New Haven: Mortgage Bonds, Coupon	1,688,500	6	April & Oct.	New York.	1875	90
							N. York, Providence and Boston: 1st Mortgage	500,000	-----	Feb. & Aug.	New York	1873	-----

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Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$329,000	8	Mar. & Sept.		1867		Guaranteed by State	200,000	7	April & Oct.	Richmond.	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	423,000	7	Feb. & Aug.	"	1875	73 1/2
1st Mortgage	700,000	7	March & Sep.	Charleston.	1869		Mortgage (Registered)	504,000	7	"	"	1875	73 1/2
2d Mortgage	145,000	7	"	"	1868		Richmond and Petersburg:						
Prof. Stock (see'd 2d mort. b'ds)	155,000	8	May & Nov.	"	1873		Mortgage bonds	130,500	7	June & Dec.	Petersburg.	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg.	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore.			Rome, Watertown and Ogdensburg:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	99	1st Mortgage (S. F.)	530,000	7	June & Dec.	New York.	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Rutland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,300,000	7	Feb. & Aug.	Boston.	1893	152
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85	2d Mortgage	937,500	7	"	"	1893	65
North. Cen., 3d Mort. (\$2,500,000)	1,084,500	6	April & Oct.	"	1900	83 1/2	3d Mortgage	440,000	7	"	"	1893	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	89 1/2	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	116
Chattel Mortgage	380,000	10	"	"	1887	112	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1864 and 1874	145,400	6	April & Oct.	Boston.	1874	94	1st Mortgage	981,000	7	Feb. & Aug.	"	1900	75
Norwich and Worcester:							3d Mortgage	148,000	7	"	"	1875	
Mass. State Loan	135,000	6	Jan. & July.	Boston.	1877		Six per cents	75,972	6	"	"	1878	
Bonds for Dividend Serip.	59,000	7	"	New York.	1874		Sandusky, Mansfield and Newark:						
Steamboat Bonds	70,500	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York.	1896	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	95 1/2	1st Mortgage	210,000	7	"	"	1890	
1st Mortgage—Western	850,000	7	"	"	1872		2d Mortgage	71,000	7	"	"	1870	
2d Mortgage—Western	780,000	7	"	"	1874		Registered Convertible	128,893	7	"	"	1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866		State Loan	187,000	6	"	"	1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	234,500	6	Jan. & July.	"	'72-'74	
2d Extension	870,500	8	May & Nov.	"	1873	79 1/2	Domestic Bonds	643,500	7	April & Oct.	"	'69-'91	
Ogdensburg & Lake Champlain:							Steril. Skg. 1st d's after Jan. 1, '70	2,012,994	5	Jan. & July.	London.	1896	
1st Mortgage	1,287,100	7	April & Oct.	Boston.	1869	100	Do. do.	273,167	5	Jan. & July.	Charleston.	1896	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	388,000	6	Jan. & July.	Oswego.	'70-'80		1st Mortgage	500,000					
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York.	'68-'70	94 1/2	1st Mortgage	437,000			Macon.	'75-'85	
Panama:							Steuern and Ind. (P. Q. and C.):						
1st Mortgage Sterling	418,000	7	April & Oct.	London.	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Syracuse, Binghamton and N. Y.:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1875	100
Peninsula:							St. Louis, Alton & Terre Haute:						
1st Mortgage	1,075,000	7	March & Sept.	New York.	1898	91	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	94
Pennsylvania:							" " (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	100 1/2	" " (series C)	1,400,000	7	Feb. & Aug.	"	1894	83 1/2
2d Mortgage	2,621,000	6	April & Oct.	"	1875	99 1/2	" " (series D)	1,400,000	7	May & Nov.	"	1894	
2d Mortgage Sterling	2,283,840	6	"	London.	1875		" " Income (series E)	1,700,000	7	"	"	1894	83 1/2
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	St. L. Jacksonv. and Chicago:						
Penobscot and Kennebec:							1st Mortgage	1,372,000	7	April & Oct.	New York.	1894	
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75		St. Paul and Pacific 1st Division:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876		1st Mortgage (10 miles)	120,000	8	March & Sept.	"	1892	
Petersburg and Lynchburg (S. Side):							1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.	"	1892	
1st Mortgage ('70-'75)	800,000	6	Jan. & July.	Petersburg.	'70-'75		1st Land Grant Mortgage	1,200,000	7	June & Dec.	"	1892	
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72		Toledo, Peoria & Warsaw:						
Special Mortgage (1865-'68)	175,000	6	"	"	'65-'68		1st Mortgage	1,000,000	7	June & Dec.	New York.	1894	84 1/2
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Wabash and Western:						
Phila. German'n and Norrist'n:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York.	1890	90 1/2
Convertible Loan	292,500	6	Jan. & July.	Philadelphia.	1885		1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	
Philadelphia and Erie:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1875	
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia.	1877	101 1/2	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	84
1st Mortgage (general)	5,000,000	6	"	"	1881	91 1/2	Sinking Fund B'ds (T. W. & W.)	269,000	7	April & Oct.	"	1871	
2d Mortgage	3,000,000	7	"	"	1885	80	Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York.	1883	86 1/2
3d Mortgage	4,000,000	6	"	"	1901		Consol. mort. (T. W. & W.)	1,880,000				78 1/2	
Philadelphia and Reading:							Vermont Central:						
Bonds of 1836 (unconvertible)	182,400	5	Jan. & July.	Philadelphia.	1880		1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	81 1/2
" 1849	2,656,600	6	April & Oct.	"	1870	105	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	42 1/2
" 1861	106,000	6	Jan. & July.	"	1871	96	Vermont and Massachusetts:						
" 1843	1,526,800	6	"	"	1880	92 1/2	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1863	94
" 1844	804,000	6	"	"	1880	92	Virginia Central:						
" 1845	101,000	6	"	"	1880	92 1/2	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1860	
" 1846	87,000	6	"	"	1880	92 1/2	Mortgage (coupons)	206,500	5	"	Richm'd &	1872	
" 1847 (convertible)	171,500	6	"	"	1886	93	Mortgage (coupons)	983,000	6	"	New York	1884	
" 1836	288,000	7	"	"	'72-'77		State Loan 1859-'60	210,000	6	"	"		
Phila., Wilmington and Baltimore:							Coupon bonds of 1855	83,000	8	"	"	1876	
Mortgage Loan	411,000	6	Jan. & July.	Philadelphia.	1884	97	Funding Interest bonds	185,089	8	"	"	'70-'77	
Pittsburg and Connellsville:							Dividend bonds	121,227	6	"	"	'65-'75	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	Virginia and Tennessee:						
Pittsburg, Ft. Wayne and Chicago:							1st Mortgage	494,000	6	Jan. & July.	New York.	1872	
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	104	2d Mortgage	23,500	6	"	"	1878	
" " (series B)	875,000	7	Feb. & Aug.	"	1912	"	3d or Income Mortgage	314,500	6	"	"	1905	65
" " (series C)	875,000	7	Mar. & Sept.	"	1912	"	Enlarged Mortgage	598,900	6	"	"	1884	
" " (series D)	875,000	7	April & Oct.	"	1912	"	Warren (N. J.):						
" " (series E)	875,000	7	May & Nov.	"	1912	"	1st Mortgage	600,000	7	Feb. & Aug.	New York.	1875	
" " (series F)	875,000	7	Jun. & Dec.	"	1912	"	Warwick Valley, N. Y.:						
2d Mortgage (series G)	860,000	7	Jan. & July.	"	1912	98	1st Mortgage	85,000	7	April & Oct.	New York.	1880	84
" " (series H)	860,000	7	Feb. & Aug.	"	1912	"	Mortgage (new bonds)	709,500	7	March & Sept.	New York.	1880	
" " (series I)	860,000	7	Mar. & Sept.	"	1912	"	Western (Mass.):						
" " (series K)	860,000	7	April & Oct.	"	1912	"	Sterling (\$899,900)	4,319,520	5	April & Oct.	London.	'62-'71	
" " (series L)	860,000	7	May & Nov.	"	1912	"	Dollar Bonds	936,500	6	"	Boston.	1876	100 1/2
3d Mortgage (series M)	860,000	7	June & Dec.	"	1912	"	West Jersey:						
Bridge Bonds	2,000,000	7	April	"	1912	93	1st Mortgage	238,000	6	March & Sep.	Camden.	1883	92 1/2
Pittsburg and Steubenville:							2d Mortgage	780,000	7	"	Philadelphia.	1896	
1st Mortgage	1,000,000	7	Feb. & Aug.	New York.	1881	75	Western Maryland:						
Potomac and Watertown:							1st Mortgage	896,000	6	Jan. & July.	Baltimore.	1890	79
1st Mortgage guaranteed	521,500	7	June & Dec.	New York.	64-'74		1st Mortgage guaranteed	200,000	6	"	"	1890	85
Quincy and Toledo:							Western Pacific:						
1st Mortgage	500,000	7	May & Nov.	New York.	1900	80	1st Mortgage				N.Y. & Lond.	1895	
Raleigh and Gaston:							Western Union: 1st mort.	3,155,400	7	Feb. & Aug.	"	1896	
Coupon	100,000						Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	595,000	7	June & Dec.	New York.	1898	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York.	1888		2d Mortgage	200,000	7	May & Nov.	"	1878	
2d Mortgage	250,000	7	"	"	1888		Income Bonds	160,000	7	March & Sept.	"	1894	
Equipment Bonds	295,000	7	"	"	1878		Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Sterling Bonds	576,837	6	"	London.	1881	
Sterling (\$267,000)	324,000	6	"	"	1880			175,777				1886	

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Lackawanna and Bloomsburg			Lake Erie and Lawrenceville			Leavenworth, Lawrence & Galves Kansas			Lehigh and Lackawanna			Lehigh and Susquehanna			Lexington and Lexington			Lexington and Big Sandy			Lexington and Frankfort			Little Miami			Little Miami and Col. & Xenia (joint)			Long Branch and Sea-Shore New Jersey			Louisville, Cincinnati and Lexington Ky.			Louisville and Frankfort			Louisville and Nashville			Lowell and Lawrence			Lykens Valley			Macon and Brunswick			Macon and Western			McMinnville and Manchester			Maine Central			Manchester and Lawrence			Manchester and North Weymouth N. H.			Maryland and Delaware			Memphis and Charleston Tenn. & Ala.			Memphis and Louisville			Michigan Central			Michigan Central and North Ind. & Ill.			Michigan Central and North Ind. & Ill.			Michigan Central and North Ind. & Ill.			Michigan Central and North Ind. & Ill.			Michigan Central and North Ind. & Ill.			Michigan Central and North Ind. & Ill.			Michigan Central and North Ind. & Ill.			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Abstract of General Balance Sheet.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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Rolling Stock.		Railroad.		Freight.		B. M. E.		Pass.		Engines.		Track and Sidings.		Branch Line.		Main Line.		Years ending.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.		M.	

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST

N. B.—A dash (—) signifies "nil" and leaders [---] "not ascertained."

Fiscal year ending.	Length of equipment in single track.	In progress or projected.	Equip-ment.		Companies.	Cost of Road and Equipment.	Indebted-ness.			Earnings.		Dividends on paid capital.	Par Value.	Market Price.
			Horses.	Cars.			Borrowed.	Floating Debt.	Gross.	Net.				
											No.				No.	Debt.	Debt.
MASSACHUSETTS.														
30 Nov. '67	3.53				Boston and Chelsea	110,000	119,000			8,800	7,396	6.8		
30 Nov. '67	8.84		268	38	Broadway, Boston	402,468	525,000		64,334	187,427	29,460	9.5		
30 Nov. '67	28.31				Cambridge	877,884	727,800	150,000	84					
30 Nov. '67	3.99		48	8	Lowell (Horse)	66,903	55,830		1,688	27,268	5,588			
30 Nov. '67	12.50		196	32	Lynn and Boston	269,428	200,000	50,000	48,984	154,987	loss.			
0 Nov. '67	3.50				Malden and Melrose	90,246	200,000	58,758		24,138	loss.			
30 Nov. '67					Marginal Freight	91,643	94,250							
30 Nov. '67	3.08				Medford and Charlestown	38,900	21,000	8,000		23,442	2,240			
30 Nov. '67	42.99		791	106	Metropolitan (Boston)	1,828,238	1,250,000		183,198	728,709	129,655	10	50	
31 Nov. '67	7.21		254	42	Middlesex (Boston)	300,000	800,000	41,539	76,094	188,085	10,087			
31 Nov. '67	8.25		28	7	Northampton & Williamsb.	27,242	17,800		2,818	14,378	1,125			
30 Nov. '67	2.18		55	9	North Woburn street	138,840	71,600		13,500	368	loss.			
30 Nov. '67	4.45		50	17	Quincy	198,317	150,000	32,400	66,424	57,592	23,226	loss.		
30 Nov. '67	7.11				Salem and South Danvers	75,000	75,000			4,500	4,500	6		
30 Nov. '67	3.74		12	3	Somerville	75,000	75,000			8,559	89			
30 Nov. '67	2.51				Stonham street (Boston)	65,000	65,000							
30 Nov. '67	6.84		440	68	Suburban	303,870	200,000	(Inc. in Mal. & Melrose.)	117,842	368,851	13,015			
30 Nov. '67					Union (Transportation)	62,182	68,300		338	4,300	3,867	4		
30 Nov. '67	2.76		44	9	Winnismet	89,878	75,800	72,000	26,000					
CONNECTICUT.														
31 Jan. '64	3.0		3.0	45	Fairhaven and Westville	109,000	100,000							
31 Dec. '62	8.5		11	3	Hartford and Wethersfield	300,000	300,000							
NEW YORK.														
30 Sep. '67	7.37		87	6	Albany	139,414	98,000	40,000		71,861	15,873		100	
30 Sep. '67	12.00		53		Bleeker St. & Fulton Ferry	1,748,441	900,000	604,000	44,749	298,418	86,643		100	
30 Sep. '67	10.76				Broadway (Brooklyn)	280,561	200,000	35,000	10,015	107,736	28,744	8		
30 Sep. '67	18.01		103		Broadway & 1th Ave., N. Y.	608,318	2,100,000	1,000,000		67,433	253,214	34	100	
30 Sep. '67	7.00		17		Brooklyn, Bath & Coney Isl'd	16,266	99,950	80,000	85,172	27,438	5,994			
30 Sep. '67	8.00		207		Brooklyn City	1,800,813	1,500,000	300,000		1,311	190,907	12	100	
30 Sep. '67	11.30		49		Brooklyn City & Newtown	553,340	400,000	300,000	20,587	129,267	14,852			
30 Sep. '67	4.12		14		Brooklyn City & Rock B'ch	125,596	107,700	45,000		15,085	6,352			
30 Sep. '67	31.40		57	22	Brooklyn Central & Jamaica	996,783	488,100	498,510	47,265	192,290	9,470			
30 Sep. '67	8.15				Buffalo Street	184,387	100,000	50,000	100,500	76,683	24,455			
30 Sep. '67	1.76				Central City (Syracuse)	29,130	21,180	6,000	1,400	17,545	4,786	84		
30 Sep. '67	24.00		121	14	Central Pk. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000	54,827	531,915	16,285		100	
30 Sep. '67	14.82				Coney Island & Brooklyn	644,672	500,000	141,000	47,727	118,307	226			
30 Sep. '67	22.69		201		D. Dock, E. B'way & Battery	678,114	1,200,000	672,000	15,900	582,532	89,310	5	100	
30 Sep. '67	18.00		162		Eight Avenue	1,420,972	1,000,000	303,000		782,574	139,085	12	100	
30 Sep. '67	10.24				42d st., & Grand st. Ferry	1,041,204	748,000	320,000		300,969	94,714	5	100	
30 Sep. '67	8.50				Grand st. & Newtown (W'g)	172,000	170,000	35,000	5,000	74,420	18,783	84	100	
30 Sep. '67	3.00				Genesee & Water st. (Syr.)	42,194	42,500			8,768	419			
30 Sep. '67	8.36				Greenpoint & Williamsbr'g	144,000	44,330	100,000	8,900					
30 Sep. '67	10.00		21	3	Harlem Br., Moris & Ford'm	227,400	95,900	124,000	7,500	68,603	4,578		100	
30 Sep. '67	7.56				Kingston and Rondout	78,510	75,000			27,600	1,520			
30 Sep. '67	3.00				Metropolitan (Brooklyn)	361,500	191,500	184,000	4,000	24,961	4,000			
30 Sep. '67	12.20		38		Ninth Avenue	466,295	797,320	167,000		92,671	16,881			
30 Sep. '67	6.76				Niagara street (Buffalo)	118,088	80,000	40,000	1,247	66,870	3,845			
30 Sep. '67	10.00		41		Rochester City & Brighton	286,061	183,400	130,000	13,000	48,259	3,501			
30 Sep. '67	16.00				Second Avenue (N. Y.)	1,416,512	800,000	700,000	137,690	458,945	9,470			
30 Sep. '67	8.37		81		Sixth Avenue (N. Y.)	1,571,214	750,000	186,000		568,166	78,564	10	100	
30 Sep. '67	5.33				Skanateles	88,878	67,780	29,000						
30 Sep. '67	2.07				Syracuse and Geddes	25,038	25,000	25,000		13,075	5,046	20	100	
30 Sep. '67	4.37				Syracuse and Onondago	31,000	81,000			6,596	1,170	6		
30 Sep. '67	18.00		180		Third Avenue (N. Y.)	2,453,404	1,770,000	1,380,000	50,000	1,180,945	222,222	12	100	
30 Sep. '67	3.33				Troy and Albia	71,952	44,150	19,000	11,233	12,446				
30 Sep. '67	15.50				Utica and Waterville	801,298	121,172	196,500	1,200	75,179	14,707			
30 Sep. '67	2.25		4		V. Brunt st. & Erie Bas. (B'kn)	87,000	75,000	12,000	1,534	17,398	2,267			
30 Sep. '67	15.52				Westervilist (Albany)	294,388	240,000	134,000	2,700	104,223	14,721	9	100	
NEW JERSEY.														
31 Dec. '62	5.32		7		Hoboken and Hudson City	82,000	30,000		2,000					
31 Dec. '62	5.03				Hoboken and Weehawken	134,400	70,000	60,000		17,225		9.986	3	
31 Dec. '62	10.47				Jersey City & Bergen Point									
31 Dec. '66	17.00		150	22	Orange and Newark	618,296	287,550	300,000	30,750	124,679	30,566		50	
31 Dec. '62	5.80		8		West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.														
31 Oct. '67	9.23		137	26	Clitzens' (Pittsburg)	220,480	166,000	56,300	7,700	144,008	59,180	24	50	
31 Oct. '67	1.63		10	2	Eaton & South Easton	22,422	24,500	500		4,971	428	2	25	
31 Oct. '67	10.60				Frankford and Philadelphia	138,267	99,638	50,000	11,664	15,786	loss.			
31 Oct. '67	16.37		272	40	Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	66,996	8	50	
31 Oct. '67	34.25		367	69	Germantown	542,270	112,245	350,000	20,000	284,574	63,582	261	50	
31 Oct. '67	5.40		120	25	Girard College (Phila.)	170,864	170,000			112,204	16,978	124	50	
31 Oct. '67	4.84		197	33	Green & Coates st. Phila.)	234,463	150,000	100,000		170,439	9,604	10	50	
31 Oct. '67	2.00		18	5	Harrisburg City	87,948	41,995	9,750	2,248	9,777	loss.			
31 Oct. '67	5.20		103	18	Lombard & South st. (Phl.)	162,957	90,000	60,200	7,900	66,529	13,046			
31 Oct. '67	7.25		82	13	Oakland (Pittsburg & E. L.)		69,500	57,718	880	49,980	loss.			
31 Oct. '67	3.00		9	3	Peoples, Luzerne County	34,800	34,800			4,600	2,382			
31 Oct. '67	7.08		277	45	Philadelphia City (C. & W.)	436,911	225,000	150,000	61,911	236,014	53,011	100	100	
31 Oct. '67	5.51		50	10	Philadelphia and Darby	250,419	160,000	89,000		88,871	9,452	124	20	
31 Oct. '67	8.60		125	19	Philadelphia & Gray's Ferry	286,583	285,307			93,888	23,343	3	50	
31 Oct. '67	8.75		163	28	Pittab, Allegheny & Manch'r	146,895	110,000	35,600	24,916	138,501	22,495	10	50	
31 Oct. '67	3.90		71	12	Pittsburg and Birmingham	82,806	76,000	10,000	10,000	14,862	21,550	114	50	
31 Oct. '67	8.00		53	12	Ridge Avenue & Manyunk	179,635	120,500	63,300		40,799	6,726	2	50	
31 Oct. '67	3.96				Schuylkill River (Phila.)	47,463	50,000							
31 Oct. '67	19.50		489	72	Second & Third st. (Phila.)	487,936	339,007	114,200	68,088	403,156	105,448	181	50	
31 Oct. '67	5.92		100	13	17th & 19th st. (Phila.)	114,368	130,000			69,627	11,784	44	50	
31 Oct. '67	7.00		104	32	10th & 11th st. (Citizene)	176,049	192,750			131,728	22,100	311	50	
31 Oct. '67	6.26		145	28	13th & 15th st. (Phila.)	uncer	tain			208,984	84,648			
31 Oct. '67	25.00		529	70	Union (Philadelphia)	704,927	400,000	300,000		366,848	42,891	71	50	
31 Oct. '67	6.00		341	66	West Philadelphia	479,706	375,000	100,000		281,058	50,692	10	50	
31 Oct. '67	4.13		18	4	Wilkesbarre and Kingston	70,285	49,800		8,500	12,119	7,423			
31 Oct. '67	1.62		10	4	Williamport	20,367	15,600	5,000		1,127	8,666	1,519		
MARYLAND.														
31 Dec. '62	21.00		340	50	Baltimore City	700,000	670,000			31,549	239,059	21,068		
OHIO.														
31 Dec. '62	5.00				Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00				City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81				Passenger (Cinc.)	66,887	50,000							

PASSENGER RAILROAD BONDS

DESCRIPTION.	Amount out- standing.	INTEREST.		Principal payable.	Market Val.
		Rate.	Pay- able.		
Broadway (Brooklyn): Real Estate Mortgage	27,500	7	J. & J.	1884	—
Broadway & 7th Avenue: 1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd 1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway 1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica: 1st Mortgage	496,000	7	J. & D.	1879	—
Brooklyn City 1st Mortgage	170,000	7	J. & J.	1872	—
Brooklyn City & Newtown: 1st Mortgage	200,000	7	J. & J.	1872	—
Brooklyn City & Ridgewood: 1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge: 1st Mortgage	180,000	6	J. & J.	1883	80
Central Park, East & North River: 1st Mortgage	650,000	7	J. & J.	1874	—
Citizens' Pittsburg: 1st Mortgage	50,300	7	J. & J.	1879	—
Coney Island and Brooklyn: 1st Mortgage	148,000	7	J. & J.	1873	—
Delaware County: 1st Mortgage	6,500	7	—	—	—
Dorchester: Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery: 1st Mortgage	550,000	7	J. & J.	—	—
Eight Avenue: 1st Mortgage	180,000	7	J. & J.	—	—
Forty-second street: 1st Mortgage	127,150	7	J. & J.	1873	—
Frankford and Southwark: Real Estate	124,500	7	J. & J.	—	—
Frankford and Philadelphia: 1st Mortgage	200,000	7	J. & J.	1869	90
Germantown: 1st Mortgage	50,000	7	—	—	—
Green and Coates St.: 1st Mortgage	350,000	7	J. & J.	1869	—
Harlem Br. Morris & Ford'm 1st Mortgage	100,000	7	J. & J.	1879	93
Hestonville Mantua & Fair- mount: 1st Mortgage	124,000	7	J. & J.	—	—
Hoboken and Weehawken: 1st Mortgage	183,000	7	J. & J.	1869	—
Lynn and Boston: 1st Mortgage (road)	60,000	7	M. & B.	1872	—
Malden and Melrose: 1st Mortgage guaranteed	58,727	6	—	1880	91
Medford and Charlestown: 1st Mort. (Winter St. Br.)	9,500	6	—	—	—
Middlesex: 1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Ninth Avenue: Real Estate	6,000	—	—	—	—
North Philadelphia: 1st Mortgage	112,000	7	—	—	—
Orange and Newark: 1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" " O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage " "	100,000	7	J. & J.	1883	—
Philadelphia City: 1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby: 1st Mortgage	17,000	7	J. & J.	1879	—
Phila. and Gray's Ferry: 1st Mortgage	15,500	7	J. & J.	1869	—
Pittab. Alleghy & Manch.: 1st Mortgage	35,000	7	J. & J.	1871	—
Pittsburg & Birmingham: 1st Mortgage	10,800	7	J. & J.	1870	—
Pittsburg & East Liberty: 1st Mortgage	87,000	7	J. & J.	1871	—
Quincy: Plain bonds	58,400	—	M. & S.	1868	—
Richmond and Schuylkill: 1st Mortgage	30,000	7	J. & J.	1879	—
Rochester City & Brighton 1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue: 1st Mortgage	520,000	7	J. & D.	1867	—
Second and Third Street: 1st Mortgage	100,000	7	J. & J.	1868	90
2d Mortgage	114,200	7	J. & J.	1869	101
Third Avenue: 1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union: Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville: 1st Mortgage	100,000	7	—	—	—
Van Brunt st & Erie Basin: 1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken: 1st Mortgage	80,000	7	M. & N.	1879	—
West Philadelphia: 1st Mortgage	100,000	7	J. & J.	1869	—

PREFERRED AND GUARANTIED R. R. STOCKS

RAILROADS.	Amount out- standing.	Div'ds			Market Price.
		Rate.	Paid.	Market	
Atlantic & Gt. West'n. O. D. (pref.)	1,919,000	7	7	---	---
Atlantic & St. Lawrence (guarant'd.)	2,494,900	6	6	---	---
Baltimore and Ohio. (pref.)	3,000,000	7	7	---	---
Berkshire (guarant'd.)	600,000	7	7	---	---
Boston, Concord & Montreal (pref.)	1,340,400	6	6	70	---
Buffalo, N. Y. & Erie. (guarant'd.)	875,000	7	7	---	---
Camden & Atlantic (preferred)	630,800	7	7	21	---
Catawissa (preferred)	1,150,000	7	7	32	---
Chomung (guarant'd.)	380,000	---	---	---	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---	---
Chesapeake (preferred)	2,017,825	7	7	70	---
Chicago & Alton (preferred)	2,428,400	7	7	138	---
Chicago & Northwestern (pref.)	14,789,125	7	7	80	---
Coehecho (preferred)	177,750	8	8	---	---
Ort. & Passumpsic Rivers. (pref.)	1,678,900	10	10	91	---
Cumberland Valley (1st preferred)	241,900	8	8	---	---
(2d preferred)	243,000	8	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---	---
Dubuque & Sioux City (preferred)	1,968,171	7	7	74	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---	---
Elmira & Williamsport (preferred)	500,000	7	7	40	---
Erie (preferred)	8,638,910	7	7	89	---
Hannibal & St. Joseph (preferred)	6,253,856	7	7	83	---
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---	---
Housatonic (preferred)	1,180,000	8	8	72	---
Indianapolis & Madison (pref.)	407,900	8	8	---	---
Kennebec & Portland (preferred)	375,000	6	6	---	---
Lockawanna & Bloomsburg (pref.)	500,000	7	7	---	---
Marquette & Cincinnati (1st pref.)	6,586,125	7	7	28	---
(2d pref.)	4,051,744	7	7	30	---
Michigan S. & N. Indiana (guar.)	686,800	10	10	---	---
(2d pref.)	3,204,296	8	8	107	---
(3d pref.)	841,400	7	7	99	---
Milwaukee & St. Paul (preferred)	7,370,900	---	---	---	---
New Haven & Northampton (guar.)	1,010,000	4	4	---	---
New York & Harlem (preferred)	1,600,000	8	8	124	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	---	---
Paterson & Hudson (guarant'd.)	630,000	---	---	---	---
Paterson & Ramapo (guarant'd.)	248,000	---	---	---	---
Peoria & Bureau Valley (guar.)	1,200,000	6	6	---	---
Philadelphia & Reading (pref.)	1,651,300	7	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	10	10	---	---
Pittsfield & North Adams (guar.)	450,000	6	6	94	---
Port, Sauc. & Portsmouth (guar.)	1,600,000	6	6	---	---
Rutland & Burlington (preferred)	382,700	8	8	---	---
(2d preferred)	608,178	6	6	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	7	7	67	---
Toledo, Wabash & Western (pref.)	1,000,000	7	7	72	---
Toledo, Peoria & Warsaw (1st pref.)	1,651,316	7	7	---	---
(2d pref.)	908,400	7	7	---	---
Troy & Greenbush (guarant'd.)	274,400	6	6	46	---
Vermont & Canada. (guarant'd.)	1,600,000	8	8	102	---
Warren (guarant'd.)	1,408,300	7	7	---	---
White Mountains (guarant'd.)	200,000	6	6	---	---
Wrightsv. Y. & Gettysburg	317,050	2	2	---	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount out- standing.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,867,343	6	J. & J.	1886	92
Chesapeake & Ohio:					
Maryland Loan, dollar.	2,000,000	6	Qrtrly.	1870	---
" sterling	4,375,000	6	"	1890	---
Preferred bonds	1,700,000	6	"	18	80
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	82
Delaware & Hudson:					
Mortgage	641,000	6	M. & S.	1870	110
Delaware & Raritan:					
See Camden & Amb.R.R.					
Erie and Penn.:					
Bonds	672,700	7	J. & J.	1866	---
Interest Certificates	161,900	6	"	1868	---
Lehigh Navigation:					
1st Mortgage	414,158	6	Qrtrly.	1870	---
6 1/2 per cent. Loan	8,431,361	6	"	1884	82
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	"	1866	---
Morris:					
1st Mortgage	466,500	6	A. & O.	1876	97
2d Mortgage	316,750	6	"	---	83
Boat Loan	267,010	6	"	---	80
North Branch:					
1st Mortgage	590,000	6	M. & N.	1876	66
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	85
2d Mortgage	3,980,670	6	J. & J.	1882	70
Improvement	1,601,670	6	M. & N.	1876	80
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	6	J. & J.	1866	---
Md. stg. loan converted	200,376	6	"	1866	---
Mortgage bonds	996,000	6	"	1878	50
Preferred Interest b'ds.	237,500	6	"	1878	---
Union. (Pa.)					
1st Mortgage	5,000,000	6	M. & N.	1883	12
West Branch & Susquehanna:					
1st Mortgage, s'k'g'und	450,000	6	J. & J.	1878	60
Wyoming Valley.	600,000	6	J. & J.	1878	72

CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,243,563	38	---
Chesapeake and Ohio	100	8,226,595	---	---
Delaware Division	100	1,633,350	60	---
Delaware and Hudson	100	10,000,000	10	124
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	50	6,968,146	10	29
Lehigh Navigation	50	726,800	3	---
Monongahela Navigation	100	1,025,000	10	85
Morris. (consolidated)	100	1,175,000	10	70
(pref.)	100	---	---	---
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schuylkill Navigation (consolid.)	50	1,908,207	10	---
(pref.)	50	2,885,983	19	---
Susquehanna and Tide Water	50	2,048,200	14	---
Union	50	2,787,000	1	---
Union (preferred)	50	---	---	---
West Branch and Susquehanna	100	1,100,000	6	30
Wyoming Valley	50	750,000	16	32

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70	
cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.;	
Sheet, Band, Hoop and Scroll, 1 1/2 cents per lb.;	
Fig. 30 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1	per ton 43 @ 45
Pig, American, No. 1	per ton 40 @ 42
Pig, American, No. 2	per ton 35 @ 38
Bar, Refined, English and American	per ton 87 50
Bar, Swedes, assorted sizes	(gold) 87 50 @ 90
STEEL PRICES.	
Bar, Swedes, ordinary sizes	per ton 155
Bar, English and American, Refined	per ton 100
Bar, English and American, Common	per ton 90
Scroll	per ton 175
Ovals and Half-round	per ton 155
Band	per ton 130
Horse Shoe	per ton 130
Rods, 1/2 @ 3-16 inch	per ton 105 @ 165
Hoop	per ton 135 @ 190
Nail Rod	per lb. 94 @ 104
Sheet, Russia, Mod. No's	per lb. 13 @ 14
Sheet, Single, D. and T. Common	per lb. 5 @ 6
Rails, English	per ton 51 50 @ 52
Rails, American (at works)	per ton 79 @ 80
STEEL—Duty: Bars and Ingots, valued at 7 cents per	
lb. or under 2 1/2 cents; over 7 cents and not above 11, 3	
cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per	
cent. ad val. (Store prices.)	
English Cast (2d and 1st qty.)	per lb. 18 @ 23
English Spring (2d and 1st qty.)	per lb. 10 @ 12 1/2
English Blister (2d and 1st qty.)	per lb. 11 1/2 @ 20
English Machinery	per lb. 13 1/2 @ 16
English German (2d and 1st qty.)	per lb. 14 @ 16
American Blister, "Black Diamond"	per lb. 10 1/2 @ 16
American Cast, Tool, do.	per lb. 19 @ 26
American Spring, do.	per lb. 10 @ 13
American Machinery, do.	per lb. 10 @ 13
American German, do.	per lb. 10 @ 13
COPPER—Duty: Pig, Bar and Ingot 2 1/2; old, Copper,	
2 cents per lb.; Manufactured, 35 per cent. ad val.;	
Sheeting Copper and Yellow Metal, in Sheets, 20 inches	
long and 14 inches wide, weighing 14 @ 34 oz. per square	
foot, 3 cents per lb.	
Sheeting, New	per lb. 33 @ 33
Boils	per lb. 33 @ 33
Brass	per lb. 33 @ 42
Sheeting, Co. Old	per lb. 18 @ 20
Sheeting, Yellow Metal	per lb. 26 @ 26
Boils, Yellow Metal	per lb. 26 @ 26
American Ingot	per lb. 23 1/2 @ 24
LEAD—Duty: Pig, 2 per 100 lb.; old Lead, 14 cents	
per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. 6 @ 6
Spanish	(gold) 6 35 @ 6 40
German Refined	(gold) 6 35 @ 6 50
English	(gold) 6 35 @ 6 57 1/2
Bar	(net) 10 @ 10
Pipe and Sheet	(net) 10 @ 10 1/2
TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.;	
Plate and Sheets and Terne Plates, 25 per cent. ad val.;	
Banco	(gold) per lb. 26 1/2 @ 27
Straits	(gold) 23 1/2 @ 24
English	(gold) 23 1/2 @ 24
Gold—Currency—	
Plates, I.O. Charcoal, p. box. 8 3/4 @ 8 50	12 50 @ 12 75
Plates, I.O. Coke	7 @ 7 62 1/2 @ 11 50
Plates, Coke Terne	6 @ 6 25 @ 9 50
Plates, Charcoal Terne	7 75 @ 8 12 1/2 @ 12 25
PETROLEUM—Duty: Crude, 20 cents; Refined 40	
cents per gallon.	
Crude, 40 @ 47 gravity (in bulk) per gall.	21 @ 22
Crude, 40 @ 47 gravity (in shipping) order	21 @ 22
Refined, free, S. W.	21 @ 22
Refined, in bond, prime L. S. to W. (110	@ 115 test)
Refined, in bond, Standard White	33 1/2 @ 33 1/2
Refined, in bond, prime White	34 @ 33
Naptha, Refined, (60 @ 63 gravity)	16 @ 17
Residuum	per bbl. 3 80

New York Stock Exchange.
Actual Sale Prices for the week ending Aug. 19.
Th 13, F. 14, Sat. 15, M. 17, Tu. 18, W. 19

Atlantic M. S. S. Co.				
Boston, Hartford & Erie 23	22	21 1/2	21 1/2	21 1/2
California 7s				
Canion Co.	47	47	46 1/2	46
Central of N. Jersey 120	119 1/2	119		
Chicago & Alton		139		139
" " pref.				
" " 1 M.				
" " S. F.				
" " Inc. b'ds				
Chicago, Burl. & Q.			170	
" " S. p.c.			111 1/2	
Chi. & Gt. Eastern 1st m.				
Chi. & Northwest'n.	82 1/2	82 1/2	81 1/2	79
" " pref.		82	80	78 1/2
" " 1st M.	92 1/2	82		80
" " 2d M.				80
" " S. F.				
" " Consol.	92			
Chicago & Rock Isl.	111 1/2	112 1/2	90 1/2	90 1/2
" " 1st M. '70.			90	97 1/2
Chi. R. I. & Pa. 7s 1896.	95	94 1/2	95	
C. O. C. and Ind.	85 1/2			94 1/2
Clev. and Pittsburg	87 1/2	86 1/2	85 1/2	86
" " 2 M.			86 1/2	86 1/2
" " 3 M.				
" " 4 M.		78		
" " con.				
Clev. and Toledo	100 1/2	100 1/2	99	99 1/2
" " S. F. 7 p.c.				
Clev. Painesv. & Ash.	99	98 1/2		99 1/2
Cumberland Coal pref.		31		30 1/2
Del. & Hudson Canal	128		127 1/2	126 1/2
Del., Lack. & West.	120	119 1/2		125
" " 1 M. S. p.c. '71-5.			119 1/2	
" " 2 M. S. p.c. '81				
Erie	57 1/2	57 1/2	56 1/2	51 1/2
" " pref.	72	69 1/2	69 1/2	69
" " 1 M. 7 p.c. '87.				
" " 2 M. 7 p.c. '79.				
" " 3 M. 7 p.c. '85.	98 1/2		98	98 1/2
" " 4 M. 7 p.c. '80.		93 1/2	93	98 1/2
" " 5 M. 7 p.c. '88.			93	
Great Western 2d mort.	77	77 1/2	76 1/2	76 1/2
Hudson River	135 1/2	136 1/2	137	135
" " 1 M. 7 p.c. '69.				
" " 2 M. S. F.				
" " 3 M. 7 p.c. '75				
Illinois Central			150	145
" " bonds				
Marquette & Cin. 1st pref.				28
" " 2d				
Mariposa Mining Co.			7	
" " pref.				
Michigan Central	120		120 1/2	119
" " S. F. S. p.c. '82	116 1/2			
" " conv. S. p.c. '69		117		
M. S. and N. I.	86 1/2	86 1/2	86 1/2	83 1/2
" " 1 M. S. F.				
" " 2 M.				
Mil. and P. du Chien				
" " 1st pref.				107
" " 2d pref.				
" " 1st M.				
Milw. and St. Paul	75	74	73 1/2	72 1/2
" " pref.	83	82	81	79 1/2
" " 1st mort.	93 1/2		92 1/2	90 1/2
" " 2d mort.				93
Missouri 6s	93	93	93	92 1/2
" " 1st. to H. & St. J. R.				
" " Pacific.				
Morris and Essex				64
" " 1st mort.				
" " 2d mort.	89 1/2	89 1/2	89 1/2	89
N. Jersey R.R. & T. Co.				
New York Central	127 1/2	127 1/2	125 1/2	122 1/2
" " 7s. S. F. '76.				
" " 7s. conv. '76.			71 1/2	
" " 6s. S. F. '83.				90 1/2
" " 6s. S. F. '87.				
N. York & Harlem				
" " "pref."				
" " 1 M. 7 p.c. '73				
N. Y. and N. Haven	145			145
N. Carolina 6s ex-coup.	74 1/2	73	71 1/2	73
" " new	73 1/2		72	71 1/2
Ohio & Miss.	29 1/2	29 1/2	29 1/2	29
" " pref.				
" " 1st m.				
Pacific Mail S.S. Co.	103	101 1/2	102	101 1/2
Panama				360
Phila. and Reading	91 1/2	90 1/2	90 1/2	90
Pitts. Ft. W. & Chicago	108 1/2	108 1/2	107	107 1/2
" " 1 M.			104	105 1/2
" " 2 M.	98			
" " 3 M.				
Quicksilver Mining Co.	21 1/2	21		20
St. L., Alton & T. H.				
" " pref.				
" " 1 M.				
" " 2 M. pref.				83 1/2
" " Inc. b'ds				82 1/2
Tennessee 6s. ex-coup.	64 1/2	65	64 1/2	65
" " new	64 1/2	63 1/2	63 1/2	63 1/2
Tol. Wab. & Western	51	50 1/2	50 1/2	50 1/2
" " Pref.				49 1/2
" " 1 M. ex.				
" " 2 M.		84		84
" " Int. b'ds.				
Virginia 6s. ex-coupon	54	54		
" " new	54		56 1/2	59

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

FEDERAL BROOKS:-						
U. S. 66, 1871, reg.	126	---	---	---	---	---
U. S. 66, 1871, coup.	---	---	---	---	---	---
U. S. 66, 1874, reg.	---	---	---	---	---	---
U. S. 66, 1874, coup.	---	---	---	---	---	---
U. S. 66, 10-40s, coup.	109	108	108	108	108	108
U. S. 66, 10-40s, reg.	---	---	104	104	104	104
U. S. 66, 1881, reg.	116	---	---	---	---	---
U. S. 66, 1881, cou.	116	116	---	---	---	---
U. S. 66, 81, O.W.L.Y.	---	---	---	114	114	114
U. S. 66, 1881, " 47.	---	---	---	---	---	---
U. S. 66, 1868, reg.	---	---	---	---	---	---
U. S. 66, 1868, coup.	---	---	---	---	---	---
U. S. 66, 5-20s, reg.	108	---	108	108	---	---
U. S. 66, 5-20s, c. '62	114	114	113	113	113	113
U. S. 66, 5-20s, c. '64	---	---	---	---	---	---
U. S. 66, 5-20s, c. '64	110	---	---	---	---	---
U. S. 66, 5-20s, c. '65	---	---	---	100	100	100
U. S. 66, 5-20s, c. '65	112	111	111	---	---	108
U. S. 66, 5-20s, c. '65	112	111	111	111	111	110
U. S. 66, 5-20s, r. n. '65	109	---	---	---	---	---
U. S. 66, 5-20s, c. n. '65	108	108	108	107	107	107
U. S. 66, 5-20s, c. '67	109	---	---	---	---	---
U. S. 66, 5-20s, c. '67	108	108	103	107	107	107
U. S. 66, 5-20s, c. '68	109	---	---	---	---	---
U. S. 66, 5-20s, c. '68	108	---	108	107	107	107
U. S. 66, Pac. R.R. Issue	102	---	---	---	---	---

W.12. Th 13. F.14. Sat.15. M.17. To.18

Ontawissa	preferred	83½	84	83½	83½	83½
Canden & Amboy	127½	12½	128	128½	129	129½
"	6s '70	---	---	---	---	---
"	6s '75	---	---	---	---	---
"	6s '83	---	---	---	---	---
"	6s '89	---	---	88½	---	---
"	mort. 6s '89	---	---	---	---	---
Elmira & W'port	---	---	---	---	---	---
"	pref.	---	---	---	---	---
"	7s	---	---	---	---	---
Lehigh Navigation	21½	21½	21½	21½	21½	20½
"	6s '84	---	---	---	---	---
"	Gold L.	88½	88½	88½	88	88
Lehigh Valley R. R.	84½	84½	84	84	84½	---
Little Schuylkill R. R.	---	45	---	44½	---	---
"	7s	---	---	---	---	---
Minehill	56	---	---	---	---	---
Morris Canal	---	---	---	---	---	---
"	pref.	70½	70	70	---	---
"	6s '76	---	---	---	---	---
North Pennsylvania	---	---	35	---	---	---
"	6s '90½	---	89½	---	---	---
"	7s '90	---	89	---	90½	---
"	10s	---	---	---	---	---
Northern Central	---	---	---	---	---	---
Pennsylvania R. R.	53	53½	52½	53½	53½	63½
"	1st m.	---	100½	---	---	100
"	2d m.	---	---	---	---	---
Penn. State, 6s 1st series	104½	---	---	104½	---	---
"	6s, 2d series	---	---	---	---	107½
"	6s, 3d series	109	---	---	---	---
"	6s. W. L.	102½	---	---	---	---
Philadelphia City, 6s	---	---	100	---	100	100½
"	new 103½	103½	103½	103	103	103½
Philad. Germ. & Nor.	---	70	---	---	---	---
Phila. & Reading	45½	45	45½	45½	45½	45½
"	6s '70	---	---	---	---	---
Philadelphia & Erie	---	26½	---	---	---	---
"	6s	---	---	---	---	---
Schuylkill Navigation	---	---	---	---	---	---
"	pref.	---	---	---	---	19
"	6s '82	---	---	---	70	70
"	6s '76	---	---	---	---	---
"	6s '72	---	---	---	---	---
Susc. Canal	---	---	---	---	---	---
"	6s '78	---	---	---	---	59
Union Canal, pref.	---	---	---	---	---	---
"	6s '83	---	---	---	---	---
Wyoming Valley Canal	---	---	32	---	---	32
"	bonds	---	---	---	---	---
Hestonville, (Horse)	---	---	---	---	---	---
Chestnut & Wal.	---	---	---	---	---	---
Green & Coates	---	---	---	---	---	---
2d and 3d streets	---	---	---	---	---	63
Spruce & Pine	---	---	---	---	---	---

W.12.Th.13.F.14.Sat.15.M 17. Tu.18

Baltimore City Co., 1875	98	97½
" " 1886		
" " 1890	97½	97½
" " 1893		
Balt. and Ohio	124	123½
" " b'ds '75		
" " '80		
" " '85		
Marietta & Cin. 1st m	92½	92½
" " 2d m		77½
Northern Central		
" " b'ds, 1885	85	
" " 1900		84
N. W. Va. 1st mort.		
" " 2d mort.		
" " 3d mort.		
City Passenger R. R.		83½

Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19

Boston and Albany	150	150	149
Boston and Lowell	---	---	---
Boston and Maine	189	---	189
Boston and Providence	18 1/2	187 1/2	187 1/2
Boston, Hartford & Erie	24 1/2	21 1/2	21 1/2
Cheshire, pref.	70	21 1/2	70 1/2
Concord	---	---	---
Connecticut River	---	---	---
Eastern	122	121 1/2	121 1/2
Fitchburg	---	---	---
Manchester & Lawrence	---	---	---
Michigan Central	---	---	---
Northern, N. H.	117 1/2	117 1/2	117 1/2
Ogdens, & Lake Champlain	69 1/2	69 1/2	69 1/2
Old Colony & Newport	96	96 1/2	96 1/2
Ph., W. & Baltimore	56 1/2	56	56
Port'd, Saco & Ports.	---	---	---
Vermont & Canada	102	102 1/2	102 1/2
Vermont & Mass.	---	---	---
Broadway (Horse)	---	---	---
Cambridge	100	100	100 1/2
Metropolitan "	67	67	66 1/2
Middlesex "	69	63	---
Central Mining Co.	---	---	---
Copper Falls	---	---	20 1/2
Franklin "	---	14	18 1/2
Huron "	---	---	---
Ile Royale "	---	---	---
National "	---	---	8
Minnesota "	---	---	---
Pewabic "	---	---	21
Pittsburg "	---	---	21
Quincy "	---	---	---
Rockland	---	---	---

The following were the closing prices for American Securities July 31st and Aug. 7:

	Closing Prices.	
	July 81.	Aug. 71.
United States, 5-20s, 6 per cent 1882.	72 @ 72½	70½ @ 71½
Do. do. 6 do. 1884.	70 @ 72	69 @ 71
Do. do. 6 do. 1885.	71 @ 71½	69½ @ 69½
Do. do. 6 do. 1868.	87 @ 89	87 @ 89
Virginia State, 5 per cent	52 @ 55	52 @ 55
Do. 6 per cent	34 @ 36	34 @ 36
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	65 @ 70	65 @ 70
Do. do., 2d mort., 1881	60 @ 65	60 @ 65
Do. Penn., 1st mort., 1877	65 @ 70	65 @ 70
Do. do., 2d mort., 1882	60 @ 65	60 @ 65
Do., consolid. mort. bonds, 1890.	42 @ 43	39 @ 40
Detroit and Mil. 1st mort. 7 p. c. 1864	60 @ 62	58 @ 62
Eric shares, \$100 (all paid)	43½ @ 44½	37½ @ 38½
Do., steril. 6 p. c. conv. bonds	74 @ 76	72 @ 75
Illinois Central, 6 p. c., 1875	90 @ 95	90 @ 95
Do., \$100 shares (all paid)	94½ @ 95½	91½ @ 92½
Do., 7 p. c., 1875	78 @ 80	78 @ 82
Marietta & Cin. R. R. bonds, 7 p. c.	71 @ 73	69 @ 71
Panama R. R. 2d mort., 1882, 7 p. c.	105 @ 107	105 @ 107
Penn. R. R. bonds, 2d mort. conv. 6 p. c.	95 @ 97	94 @ 96

Stock Exchange and Money Market.

The Money Market has been more active, and a point firmer, since our last. The city banks have been losing strength in their deposit and currency lines, mainly through remittances to the interior, in aid of the produce movement. Last week, the various express companies carried off about eleven millions, chiefly of National bank notes to the West, where a lively inquiry prevails for accommodation. The current week's outflow also promises to be very heavy. Call loans have been quoted up to 4@5 per cent., with rather more doing at the higher figure, which is now the fixed price with several city banks. Prime discounts have been current to a moderate extent at $6\frac{1}{2}$ @7 per cent. per annum. The banks have been more prudent in their dealings in produce paper. The city banks in their last week return, show a loss of \$8,155,405 of deposits, \$1,830,577 of specie, and \$1,116,067 of legal tender notes; with a contraction of \$1,947,166 in the loan averages. The United States Sub-Treasury added over five millions to its cash balances as the result of the past week's business, which embraced re-

ceipts from all sources of \$19,638,370, against disbursements on all accounts of \$14,336,420. The bank Clearing house reported the exchanges for the week at \$482,533,952.

The specie reserve of the city banks is now \$22,953,850, against \$5,920,557 same time last year. The city bank deposits are now \$223,561,087, against \$194,046,591 week ending Aug. 17, 1867. The legal tender reserve amounts to \$72,935,481, against \$69,473,793 same time last year. The circulation now stands at \$34,114,087, against \$33,669,757 same time last year. The loans are now \$277,808,620, against \$253,232,411 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$80,422,160 a day, against a daily average of \$97,834,064 the preceding week, and \$74,855,699 the week ending with Aug. 1, 1868. The current week's exchanges average about \$93,500,646 a day. The city banks, last week, lost \$1,830,577 of specie, \$1,116,067 of legal tender, and \$8,155,405 of deposits. They reduced their loans, \$1,947,166; and increased their circulation, \$39,713.

The New York Gold Exchange Bank reports for the week ending Saturday, the 15th day of Aug., 1868, the average amount of loans and discounts as \$1,061,924; average amount of specie, \$1,048,180; average amount of deposits, \$1,564,866.

The Philadelphia Bank movement the past week shows an increase in loans of \$82,743; an increase of \$12,523 in specie; an increase in legal tenders of \$26,792; a decrease of \$658,589 in deposits; and an increase of \$2,021 in circulation. The Bank Clearings show a decrease of \$453,756, and the balances, a decrease of \$646,747.

The outstanding amount of coin certificates on the 1st of Aug., was \$22,414,000, against \$20,298,180 on the 1st of June, 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$969,000, and retired \$2,718,150 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during July, reached \$8,939,060.

The U. S. Sub-Treasury receipts, week ending with Aug. 15, were \$19,638,389, including \$2,829,150 from customs duties ; payments, \$14,336,441, including \$278,000 of coin interest ; balance at the close of the week, \$84,290,221, against \$78,988,273, at the close of the preceding week, showing an increase of \$5,301,948. The business of the Office during the first two days of the current week, was as follows : Receipts on Monday, \$2,268,029 including \$368,263 from customs ; and payments, \$3,272,911 ; on Tuesday, receipts, \$3,287,577 including \$450,028 from customs, and payments, \$2,879,480. The balance at the close of business on Tuesday stood at \$83,698,437, against \$79,418,886, a week previous ; and \$78,421,279, on Aug. 5, 1868. The aggregate receipts of the office from all sources in July, were \$94,561,982 ; aggregate payments, \$108,554,458. The balance on the 1st inst., was about nine millions below that on the 1st ult., which amounted to \$89,125,661.

National Bank notes to the amount of \$117,380 were issued last week by the Treasury Department, making the total issue to 1,673 banks thus far, amount to \$309,298,706, against \$282,555,440 at the close of the fiscal year ending

June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$9,389,836, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,806,511,) an actual circulation at this date, of \$299,908,870. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,643,300; and for the public deposits, \$38,052,350—making a total of \$379,705,650. The Treasury Department last week redeemed and destroyed \$478,800 of worn and mutilated fractional currency, and issued \$540,806 of new. The outstanding amount of fractional currency on the 1st of August was \$31,867,818, against \$32,531,590 on the 1st of June, \$32,450,490 on the 1st of May, and \$32,588,690 on the 1st of April, 1868.

Government revenues have been on a more liberal scale, since our last, in both forms of customs and excises. The excises, last week, yielded some 4½ millions; customs at the port of New York, \$2,829,150, and at the outports about \$950,000 (in coin) more, making the grand total income for the week equal to about \$9,580,000 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were about \$193,000,000. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about \$25,880,000, or equal to about 3½ millions a week.

Gold has receded over three per cent., during the week, or from 148½ as the highest point on Friday last, to 144¾ as the lowest, on Wednesday of the current week. The offerings have been more extensive, largely on speculative account, while the demand from all sources has been less animated. The export inquiry has been limited. It fell short of a million last week. Thus far this week, it has taken only \$259,671. The customs drain has been on the increase, adding to the coin reserve of the Treasury Department. There were some reports in circulation toward the close of a small amount of specie having been imported from Great Britain within a few days. These reports were only deemed of consequence as suggesting the probability of a considerable importation of coin later in the season, as the result of the augmented foreign call for our produce, which will add largely to the available supply of sterling exchange, to the depression of exchange values. The latest transactions in Gold indicated a little more firmness, the closing quotation on Wednesday having been 145¾.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$4,673,364, against \$1,815,000 same time last year. The customs demand for Gold last week, averaged \$471,525 a day; thus far, this week, it has been equal to \$409,195 a day, or equal to a weekly aggregate of \$2,455,170. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$280,102 and from California, \$1,191,895. The total customs revenue of the Government, in coin, at this port, since Jan. 1, 1868, has been \$71,896,966, against \$77,035,915 same time in 1867. The total receipts of California gold at this port, since Jan. 1, 1868, have been \$27,455,126, against \$18,995,126, in 1867, showing an increase thus far in 1868, of \$8,460,597. The exports

of specie, from this port, last week, were \$653,498, against \$601,888 same week last year; total, since Jan. 1, 1868, \$63,238,187, against \$39,276,638 same time in 1867. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$278,000; since Jan. 1, 1868, \$59,757,581, against \$39,483,199. The specie exports from San Francisco, from Jan. 1, to July 23, 1868, were \$22,384,285, against \$24,994,670 same time last year.

Government received \$4,854,786 from customs at the port of San Francisco, from Jan. 1, to July 28, against \$4,184,000 same time in the preceding year.

An augmented supply of foreign exchange has been available to buyers at slightly reduced rates, yet the demand has been on a restricted scale, and the market closed dull and weak. Bankers' prime sixty day bills on London closed on Wednesday at 109@109¾, and on Paris to 5.22½c.@5.17¾; sight bills on London to 109¾@109¾, and on Paris to 5.15c.@5.13¾. The offering of produce bills has been moderate this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$2,772,663, against \$2,962,501 same week last year; total, since Jan. 1, 1868, \$105,061,555 against \$119,425,889 in 1867; and grand total, during the fiscal year ending July 1, 1868, \$179,784,280, against \$195,544,905 in 1866-'67.

Government securities have been in quite limited request for all purposes, since our last, and prices have declined materially, under a pressure to realize, partly on account of city banks, having Western connections, and needing currency to respond to the increasing calls of their correspondents. The dealings on Wednesday showed more animation in the market at a fractional rally from the lowest figures, which were made on the forenoon of that day.

U. S. sixes of 1881 closed here on Wednesday at 113½@113¾; U. S. Five-twenties of 1862, 113@113½; U. S. Five-twenties of 1864 at 108¾@108¾; U. S. Five-twenties of 1865 at 110¾@110¾; U. S. Five-twenties of 1865, consolidated, 107¾@108; U. S. Five-twenties of 1867, 107¾@107¾; U. S. Five-twenties of 1868, 107¼@107½; U. S. Ten-forties at 108¼@108½. U. S. Six per cent. currency bonds, 102@102¼. The brokers are buying the outstanding compound interest notes at the following rates, and selling at an advance of ¼@½ of 1 per cent. on these figures: September, 1865..118½ | October, 1865....118

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Aug. 5.	Aug. 12.	Aug. 19.
Consols.....	94¾	93¾	94½
U. S. 5-20's of 1862..	71½	72	71¾
Erie.....	37½	36¾	31¾
Ill. Central.....	92¾	92½	91¾

The railway and miscellaneous share market has been excited and decidedly lower for all the active stocks, under very extensive realizations, largely on account of the bear interest. Erie and New York Central have been the most severely hammered, the former having fallen 9@10 per cent., and the latter 6@7 per cent. At the close, the market was dull, weak, and feverish.

Domestic produce has been generally in moderate demand, since our last. Breadstuffs and Provisions have been quoted lower. Cotton has im-

proved ¼@1ct. per lb. Middling upland cotton closed buoyantly on Wednesday at 30 cents per lb. The stock of cotton now here is estimated at about 42,500 bales. The receipts at the port this week, have averaged only about 250 bales a day. The receipts at all the ports, since Sept. 1, 1867, have been 2,189,500 bales, against 1,871,000 bales same time last year; exports, same time 1,676,000 bales, against 1,555,000 bales same time last year; stock on hand at latest dates, 60,000 bales, against 105,000 bales same date last year. At the Live Stock market, this week, Bees have been in moderate demand at from 10@16¾c. per lb.; week's receipts, 7,060. Veal calves have been in less demand at from 7@11c. per lb.; receipts, 1,846. Sheep and lambs have been plenty and heavy ranging from 4@6½c., and 6@8¼, respectively, per lb.; receipts, 35,905. Swine have been moderately active but lower selling at from 9¼@10¾c. per lb., all live weight; receipts, 18,854. General merchandise have been comparatively tame and weak, influenced in part, by the decline in Gold. Dry Goods have been lightly dealt in; desirable fabrics have varied little in value. The total imports of foreign dry goods, last week, were \$1,933,412, and the total amount marketed \$2,071,676. The value of foreign merchandise imported last week, was \$2,379,486—making the grand total specie value of last week's imports of dry goods and merchandise, equal to \$4,312,898, against \$4,673,114 same week last year; from Jan. 1, 1868, \$155,532,525, against \$160,538,874 same time in 1867; and year ending July 1, 1868, \$238,283,518, against \$269,831,007 in 1866-'67. The freight market has been moderately active, but rates have been quoted lower. For Liverpool we quote flour at 1s. 4½d.@1s. 6d. by sail, and 1s. 7½d.@1s. 9d. by steamer, per bbl.; grain at 3d. by sail, and 3@3½d. by steamer, per bushel; cotton at ¼d.@¾d. by sail, and ¾d. by steamer, per lb.; and heavy goods at 12s. 6d.@25s. by sail, and 15s.@30s. steamer, per ton. Total number of vessels in port on Wednesday, 455.

The New York exports, exclusive of specie, for the week ending Aug. 18, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$2,962,501	\$2,772,663
Prev. reported.....	116,463,388	102,288,892

Since January 1.....\$119,425,889 \$105,061,555

The imports for the week ending August 15, and since the beginning of the year, have been as follows:

	1867.	1868.
Dry goods.....	\$1,831,803	\$1,933,412
Gen. merchandise.....	2,841,311	2,379,486

Total for the week..... \$4,673,114 \$4,312,898

Previously reported.... 155,865,760 151,219,627

Since January 1.....\$160,538,874 \$155,532,525

The balance in the Sub-Treasury on Wednesday was \$84,249,779.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns—

New York.—N. Y. State 7s, Bounty Loan coupon, 108; Georgia 7s, 90; do., 6s, 80; Peninsular R. R. 1st mort., 91; Tol., Peoria and Warsaw 1st mort., E. D., 84½; W. D., 80¼; Clev., Col. and Ind. Central 1st mort., 77; Toledo and Wash. Equipment bonds, 73½; Galena and Chicago

2d mort, 96; Albany and Susquehanna 2d mort, 7s, 86; N. Y. and New Haven 6s, 97; Chicago and Northwestern, Appleton Extension bonds, 89; Hannibal and St. Joseph R. R., 84; do., pref., 88; do., conv. bonds, 94; Stonington R. R., 80; Cary Imp. Co., 11; Adams' Express Co., 46¾; American Exp., 40; U. S. Exp., 41; Merchants' Union Exp., 19½; Wells-Fargo Exp., 25½; Western Union Telegraph Co., 34; Shoe and Leather Bank, 121; Ninth National Bank, 109½; Metropolitan Bank, 138; Corn Ex. Bank, 126; Fourth National Bank, 104¼; Bank of Commerce, 122; Tenth National Bank, 100¾; Am. Ex. Bank, 120; Continental Bank, 102¾; Marine Bank, 150; Central National Bank, 107; Importers' and Traders' Bank, 128; Benton Gold, 0.25; Consol. Gregory, 4.00; Davidson Copper, 0.40; Flint Steel River, 1.50; Grass Valley, 0.35; La Crosse Gold, 0.31; Montana Gold, 0.56; New York Gold, 1.45; Quartz Hill, 1.00; Smith and Parmalee, 4.50; United State petroleum, 2.20; Walkill Lead, 0.10.

Philadelphia.—Phila. and Reading 6s, 1844-'80, 92; Sunbury and Erie 7s, 101½; Pemberton and Hightstown R. R. 7s, 100; Lehigh Nav. con. loan, 66; West Penna. R. R. 6s, 82; Elmira and Williamsport 5s, 62; Warren and Franklin 7s, 81; Thirteenth and Fifteenth streets R. R., 15; Girard College R. R., 26; West Phila. R. R., 65; Pittsburgh 5s, 72½; Pennsylvania State coupon 5s, 97½; N. Y. and Middle Coal Fields, 2½; Fulton Coal, 5½; Keystone Zine, 1¼; Ocean Oil, 1½; Union Bank, 60½; Commercial Bank, 60; Mechanics' Bank, 31½; Manufacturers' Bank, 31¼. The latest quotations are: City 6s, 100¼@100¾; do., free of tax, 103¼@103¾; State 5s, reg., 100@100; do., coupon, 97@98; do., 6s, W. L., 102½@103; Reading, 44¼@44¾; do., 6s, 1870, 105@105½; do., bonds, 92@93; Camden and Ambloy, 129@129½; do., mort. 6s, 1889, 96¾@97; do., 1883, 88¼@89; Penn. R. R., 53@53½; do., 1st mort., 100@100¼; do., 2d mort., 99½@100; Little Schuylkill R. R., 44@45; Morris Canal, 33@50; do., pref., 70@70½; do., bonds, 86@90; Wyoming Valley Canal, 32@34; do., 6s, 80@81; Susquehanna Canal, 13¾@14¼; do., 6s, 58½@59½; Sch. Nav., 10@12; do., pref., 18½@19; do., 6s, 1882, 70@70; Union Canal bonds, 12@12; Delaware Div. Canal, 49@50; do., bonds, 80@—; Elmira and Williamsport, 30@31½; do., pref., 42@45; do., 7s, 1873, 93@95; do., 5s, 61@63; Lehigh Coal and Navigation, 20@20; do., bonds, 1884, 82@82½; do., Gold Loan, 87½@90; North Pennsylvania, 33¼@34; do., 6s, 89½@90; Philadelphia and Erie, 25½@26¼; do., 6s, 91@91½; Minehill, 55¾@56; Catawissa, 9@9¾; do., pref., 32¾@33; Lehigh Valley, 54½@54¾; do., bonds, 95@96; Fifth and Sixth streets (horse), 36@36; Second and Third, 52¼@53; West Philadelphia, 64@67; Spruce and Pine, 23½@24; Green and Coates, 31@—; Chestnut and Walnut, 47@50; Thirteenth and Fifteenth, 15@15½; Girard College, 25@27; Tenth and Eleventh, 70@72; Union, 42@—; Hestonville, 10@10¼.

Boston.—Ogdensburg and Lake Champlain pref., 104½; Cin., Sand. and Clev., old, 14½; Summit Branch R. R., 19; Rutland R. R., 30; Cape Cod R. R., 67¼; Burlington and Missouri River R. R. 8s, conv. 1878, 103¾; do., 7s, 1875, conv., 96; Cedar Rapids and Missouri R. R. guar., 92¼; Central Pacific R. R. 7s, gold, 110; do., 6s, 100¼;

Union Pacific R. R. 6s, 100¼; Col., Chicago and Ind. 7s, 83½; Old Colony and Newport 6s, 97; do., 7s, 102¾; St. Joseph and Council Bluffs R. R. 10s, 108; Union Pacific R. R. 6s, gold, 100; Boston and Lowell R. R. 6s, 1879, 99¾; Boston, Hartford and Erie 7s, 80; do., new, 62; Michigan Central 8, 1882, 116½; Vermont Central 1st mort. 7s, consolidated, 81¼; N. Y. and Boston Air Line 6s, 70; Stanstead, Shefford and Chambly 7s, 79; Boston Water Power Co., 15¾; Cary Imp. Co., 11; Ophir (N. S.) gold, 1; Essex Co., 125½; Rhode Island 6s, 1893, 100¼; Massachusetts 5s, 1883@1894, gold, 115¼; New Hampshire 6s, 1873, 100½; Connecticut 6s, 1883, 100¼; Chicago 6s, 1892, W. L., 91¾; Chicago 7s, School bonds, 99½; Cincinnati 7-30s, 1878, 103; Portland 6s, Building Loan, 100; do., 6s, 1875@1885, municipal, 97½; do., Water Works 6s, 100; Cook Co., Ills. 7s, 98½; Roxbury 5s, 1878, 91¼; Fall River 5s, 1878, 90; Salem 6s, 1883, W. L., 100¼; Augusta 6s, 1870, 97¼; Cambridge 5s, 1882, 88¼; Lynn 5s, 1882, 86¼; Eagle National Bank 119; First National Bank, 167½; Hide and Leather National Bank, 100; Hamilton National Bank, 128¾; Merchants' National Bank, 126¼; North National Bank, 120; National Bank of North America, 108½; National Bank of Commerce, 125; National Bank of Redemption, 121; State National Bank, 108; Webster National Bank, 116; Allouez Mining Co., 3½; Calumet, 42¼; Concord, 1¾; Hancock, 4½; Hecla, 67; Superior, 87½c.

Baltimore.—Virginia 6s, old, 46¾; do., 1867, 45¼; Richmond and Danville bonds, 73½; Atlantic Coal, 1.50; Howard Bank, 11½; National Exchange Bank, 100; Mechanics' Bank, 11; Bank of Commerce, 27; Union Bank, 60½. The latest quotations are: Balt. and Ohio, 123½@125; do., 6s, 1875, 97@—; do., 1880, 97@—; do., 1885, 98@—; Northern Central, 47@48½; do., bonds, 1885, 84¾@85; do., 1900, 83¾@84; Parkersburg Branch, 25@27; N.W. Va., 1st mort., 95¼@—; do., 2d mort., 91@94; do., 3d mort., 1873, 91@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1891, 92¼@93; do., 2d mort., 77@77¼; Central Ohio, 35@35½; do., 1st mort., 87½@88; Western Md. 6s, 1890, 81@82; do., guar., 92@94; Richmond and Danville bonds, 73@73½; Baltimore 6s, 1875, 97¾@97¾; do., 1886, 97@97; do., 1890, 97½@97¾; do., 1893, 97@97; do., 5s, 1838-'70, 80@—; City Passenger R. R., 18¼@19; George's Creek, 52@60; Santa Clara, 1.50@3.00; Atlantic Coal, 1.45@1.60.

Rockford, Rock Island and St. Louis R. R.

First mortgage, 50 years, 7 per cent. Convertible Sinking Fund, Bonds of the Rockford, Rock Island and St. Louis Railroad Company, principal and interest payable in Gold, free of Government tax.

For sale at 95 and accrued interest in currency, at the office of the Company, 12 Wall st.

Governments and other securities received in exchange.

H. H. BOODY,

Treasurer.

The directors of the Mount Washington R. R. Co. are: John E. Lyon of Boston; Sylvester Marsh, Henry Keyes of Newbury, Vt.; Onslow Stearns, N. White, and J. Minot of Concord; and E. A. Straw of Manchester. Mr. Marsh is President, and Mr. Lyon, Treasurer.

Brockville and Ottawa Railway.

The receipts of the Brockville and Ottawa Railway for the six months ending July 1, 1868, were \$73,348 71. The operating expenses were \$38,950 05. For the half year ending July 1, 1867, the receipts were \$52,598 63; and the operating expenses, \$28,974 63. The increase in receipts has thus been \$20,750 08; and the increase in expenses, \$9,975 42. The whole expenses of operating the road in 1868, including all actual renewals, amounted to \$46,087 55, or 62.8 per cent. of receipts. The ordinary working expenses were 53.1 per cent. In 1867 they were 54.7. The renewals in 1868 amounted to \$10,748 33; in 1867 they were \$38,375 28. The gross receipts in cash for the year 1867 were \$146,209 39, and the percentage for operating expenses in the proportion of 48.11 of gross receipts. Cash on hand July 1, 1868, \$24,479 02. It is proposed by the manager to build a new iron girder bridge at Carlton Place, and a turn-table at Perth, which, it is expected, will be all the renewals necessary this year.

Western Maryland Railroad.

At a recent conference of the President and directors of this road with the county commissioners of Washington Co., says the Hagerstown Mail, "arrangements were made for the prosecution of the work with redoubled energy, with an assured prospect of its speedy completion. The estimates due contractors will be discharged in a few days. It is contemplated to finish the grading of the line to Mechanicstown within a month, and in a short time thereafter the cars will be running to that point, which will temporarily be the western terminus of the line. At this end very little work is required to finish up the grading of the road. The completion of the road to Mechanicstown will add immensely to the receipts of the road—the business of which is now so great as to require additional rolling stock. Negotiations for the cars required are now going on, and will be completed immediately upon the return of the president to Baltimore."

Union Pacific Railroad.

Sixty additional miles of the Union Pacific Railroad are now finished, making 960 from Omaha. It now seems probable that nearly 1,000 miles will be in running order before the close of the year, and the whole line to the Pacific will be open for business during 1869.

The following gentlemen have been elected directors of the Frederick and Pennsylvania Line Railroad Company; John Loats, John Reifsnider, David J. Markey, J. Alfred Ritter, Lewis Bruner, John Sifford, W. H. Falconer, of Frederick, and Capt. A. W. Eichelberger and William Rinedoller, of Pennsylvania. John Loats, Esq., was elected President.

The work of arching the Albany and Susquehanna Railroad tunnel has been resumed, and will be completed by the 1st of November. As an inducement to finish the grading of the road between Harpersville and Binghamton by that date, an additional compensation to contractors of \$10,000 has been pledged.

The receipts of the European and North American Railway in July, 1868, were \$17,537 32; in July 1867, \$16,030 05—increase, \$1,507 27.

Railroad Earnings.—Weekly.

The earnings of the Michigan Central Railroad for the 2d week in Aug., 1868, were...\$74,238 24
Corresponding week of previous year... 76,638 07

Decrease \$2,399 83

The earnings of the Chicago and Northwestern Railroad for the 2d week in Aug., 1868, \$271,842 98
Corresponding week previous year .. 194,628 44

Increase \$77,214 54

The earnings of the Chicago and Rock Island Railroad for the second week in Aug., 1868, were.....\$102,400 00
Corresponding week of previous year. 78,063 00

Increase \$24,337 00

The earnings of the Western Union Railroad for the 2d week in Aug., 1868,....\$14,159 71
Corresponding week previous year.... 11,580 53

Increase \$2,579 18

The earnings of the Chicago and Alton Railroad for the 2d week in Aug., 1868...\$162,985 00
Corresponding period previous year . 105,562 00

Increase \$57,423 00

The earnings of the Detroit and Milwaukee Railroad for the second week in Aug., 1868, were.....\$36,832 73
Corresponding week of 1867..... 35,764 91

Increase..... \$1,067 82

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week in Aug., 1868, were.....\$90,894 00
Corresponding week of 1867..... 98,071 00

Decrease \$7,177 00

The earnings of the Marietta and Cincinnati Railroad the 2d week in Aug., 1868...\$30,077 00
Corresponding week previous year.... 25,055 00

Increase \$5,022 00

Rockford, Rock Island and St. Louis R.R.

Work on the line of this road is proceeding with vigor. Nearly 20 miles of the track south of Sterling are graded, and the bridge over the Rock river is under construction and will be ready for use by November next, while 50 miles of the road will, it is stated, be in operation by the 1st of January. About 200 men are now employed upon the work, and a larger force will be put in requisition as soon as the harvest is over.

The Ogdensburg and Lake Champlain Railroad Company will pay \$200,000 of the 1st mortgage bonds of the Northern (Ogdensburg) Railroad Company on the 1st of September next, with accrued interest—less Government tax—to parties who desire to surrender the same. Address Henry A. Church, Treasurer, Boston, Mass.

Wm. Janvier, Esq., has been elected President of the Kent County Railroad, vice T. W. Eliason, resigned. The company have been engaged during the past two weeks condemning land by the assessment of juries. The work upon the road may now be considered as fairly inaugurated.

The following gentlemen have been elected directors of the Lexington and Arlington Railroad Company for the ensuing year: George F. Fay, Charles T. Crocker, R. D. Blinn, W. E. Parmenter and Geo. O. Davis. R. D. Blinn was unanimously re-elected President, and Geo. O. Davis Treasurer and Clerk.

Journal of Railroad Law:

CONSTRUCTION OF RAILROAD CHARTERS—WHEN RIGHT IMPLIED TO CONSTRUCT STATIONS, ENGINE HOUSES, &C.—WHEN POWER TO TAKE LAND, GIVES POWER TO TAKE A RIGHT OF WAY OVER IT. WHEN OWNER OF LAND TAKEN FOR RIGHT OF WAY BY A RAILROAD MAY HAVE DAMAGES THEREFOR ASSESSED.—REMEDY FOR OBSTRUCTING A RIGHT OF WAY BY A RAILROAD TRACK.

The facts in the late case of Phil, Wil. and Balt, R.R. Co. vs. Williams, 54 Penn.St. R. 103 are fully stated in the following able opinion of the court by

AGNEW, J.—A parcel of ground was laid out into lots, leaving a strip four feet wide in the rear of the lots to be used by the lot owners as a passage out to Washington Avenue. The deed conveying to defendant one of these lots, granted also the free and common use, right, &c., of said four feet wide alley as and for a passage-way, and watercourse at all times hereafter, forever, and subject to the payment of a proportionate part of the expenses of keeping said alley in good order and repair at all times hereafter forever. The track in question was a turnout and siding from the defendants' main track on Washington Avenue to their engine house, built upon a lot of their own near Washington Avenue, and adjoining the four feet alley on the opposite side from the plaintiff's lot. The form of the action involves the right of the railroad company to obstruct the plaintiff's way and watercourse by means of the track laid across it. The authority to do this, claimed by the company is found in certain acts of the Legislature, and in an ordinance of the city councils. The tenth section of the act of 1831 authorized the company "as soon as they conveniently can, to locate and construct a railroad of one or more tracks," and "to make, construct and erect such warehouses, toll houses, carriages, cars and all the works and appendages necessary for the convenience of the said company for the use of said railroad." The oath of the viewers contained in the 12th section requires them to assess the damages caused by the construction of the railroad and other works. This grant of power unquestionably carries with it the right to construct turnouts, sidings, stations and engine-houses, and all works and appendages usual in the convenient operation of a railroad. A railroad without switches, sidings, turnouts and buildings for fuel, water engines, stations, &c., would be useless in a great measure. They are essential to the operation of the road and the transportation of freight and passengers with security and dispatch. The expression "as soon as they can conveniently locate and construct" is not a limitation upon the power to compel the company to exercise its whole authority in the very beginning, when the demands of business are few.

It would be an unreasonable construction of its charter to require provision to be made for all the unknown wants of the future. The increase in trade and business, and the changes taking place, often require new and increased facilities. The argument that the track and engine-house is the private way of the railroad company, not used by the public, and therefore no part of the public highway is ingenious but unsound. Admitting that it is not a part of the public highway, in the sense that it is not used immediately by the public, but by the company only, it does not fol-

low that the ground is not taken for public use under the power of eminent domain. It is not the special use made of it which characterizes it, but its convenient necessity to that part which is for the public use. The principle of the argument would leave the state without power to take any land except that occupied by the main track of the railroad, and compel the company to operate it without the works and appendages necessary for the public safety and convenience.

It is said this is not a case of consequential damages, the taking being direct, and that the charter provides for compensation to the owner of land only. It is argued, therefore, in the absence of a provision for compensation to the owner of the right of way, the taking is contrary to the 10th section of the 9th article of the constitution. It is unnecessary to doubt or consider the authority of the cases referred to by counsel, the difference between the rights of the owner of a ground rent being so clearly distinguishable from those of the owner of a right of way and water-course. It is true that they are alike in the fact that they are incorporeal hereditaments but in nothing else; a ground rent issues out of the land and is charged upon it, but it has no particular situs upon it, and requires no use of it for its enjoyment. It is a pecuniary burden only, the only ligament between the tenant and ground landlord being the reservation or covenant for its payment. Having no connection with the soil, it remains totally untouched by any use the railroad company can make of it. Apportionment of the rent, because of the taking of the land, is solely an equity arising between the tenant and the landlord. Hence the conclusions drawn in the cases referred to.

But the nature of a private right of way is different. A way has its defined route upon the land itself. *Ex vi termini* it imports a right of passing in a particular line. Washb. on Easement, ed. 1863, p. 160. It carries all rights to the use of the soil which are properly incident to its enjoyment. For instance, the grantee of the right of way over such an alley in a city may enter and pave and repair it. Id. 190, 196, 198, 199. The deed in this case expressly subjects the grantee to her proportion of the expenses of keeping it in repair.

The right carries with it a qualified use or occupancy of the ground itself. For an obstruction to a right of way, the owner of it has an action directly against the wrong doer, distinct and independent of the action of the owner of the land for an injury done to his possession. Id. 158. These being the rights of an owner of a right of way and water course, it seems to me it would go too far to say that he cannot have a view to assess his damage, caused by taking, which directly obstructs the enjoyment of his way. A private road (says Black, J., in *Carver vs. Paul* 12 Harris 211) is private property, and an act of assembly to close it up, without paying for it, would be depriving the owner of his property. Having decided that the charter gives an authority to enter upon land and locate and construct a railroad, even against the right of an owner of an incorporeal hereditament issuing or served out of it, we must necessarily say that this carries with it a right to a view to assess damages whenever that right is directly injured by the entry and use of the land.

In 10 Wright 229 a covenant of general warranty was decided to be broken by the entry of the owner of a private way who threw down the fences to enable him to exercise his right of passage on the land. This was held to be an actual eviction under title which enabled the defendants to set up the break of the warranty as a defence to the payment of the purchase money. We hold, therefore, in this case, that the legislature meant by the terms "owner or owners of such required land" to include all owners of titles in or growing out of land whose rights are capable of actual privation by the taking. The proper remedy of the plaintiffs below was not by an action, denying the right of entry to take the land, but by an application for the assessment of damages. The judgment is reversed.

The Character of the Union Pacific R. R.

While every person who has followed the progress of that wonderful undertaking, the Union Pacific Railroad, has marvelled at the unparalleled rapidity with which it has been constructed, some have felt skeptical as to the character of the work which was being done with such apparently headlong speed. Was it possible to build seven hundred miles of railroad in two years, and do it well? Could a railroad from New York to Chicago be well built in two years' time? And if not here, where all the appliances needed were at hand, or could be obtained at a day's notice, then how much less in a region beyond settlement beyond civilization, and where laborers, supplies, tools, and all else, except the land upon which the road was built, must be transported hundreds of miles before reaching the spot where they were wanted. In short, the question, "Is the road well built?" has been the one for whose satisfactory solution many have waited before investing their means in the Company's securities, which are liberal in their provisions, and safe beyond peradventure, if an affirmative answer to this question can be fully established.

Upon this point we must take the testimony of personal witnesses, who have been upon the ground and examined the work. Fortunately, an opportunity has just been afforded and improved for a full inspection of the road and its belongings, by a party of gentlemen who represent the reading and thinking people. Thirty gentlemen, representing as many of the leading journals of the eastern cities, have just returned from a trip which included over seven hundred miles of the Union Pacific Railroad. They had a special train at their disposal, to stop where they wished, to run fast or slow as they might desire, and which gave them far better opportunity to see both the good parts of the road, and the bad ones—if any exist—than the ordinary traveler by regular trains. These witnesses are men of judgment and discrimination, and their personal characters, as well as the names of the journals which they represented, are guarantee that they write only what their convictions dictate. Let us see what some of these gentlemen say of the character of the Union Pacific Railroad:

Hon. Charles A. Dana, of the New York Sun, late Assistant Secretary of War, says:

"A party of thirty gentlemen * * * have just returned from an excursion to the present terminus of the Union Pacific Railroad at the Rocky Mountains. Their unanimous opinion is

that the road is constructed in the most thorough and solid manner, and that it is superior in firmness, smoothness, and capacity for rapid running, to any other new road which they have ever seen. This is true of the parts of the track which were laid only the day before the excursion train passed over them, as well as those at the eastern end of the line which have been in use for some two years. The work is well done, both as respects the judgment with which it is laid out, and the thoroughness of its construction; and there is no part of it which could, under the circumstances, be better than it is: all reports to the contrary are erroneous and mistaken."

The editor of the Boston Traveller says:

"It is built in the best and most substantial manner possible, and will compare favorably with any other road in the United States. For a new road, I do not remember ever having traveled on its superior. * * * The road is well ballasted, and except in seasons of extreme drought, must be comparatively free from dust. * * * Few of the old roads of the country are so easy to ride over as this new one."

The editor of the Philadelphia Bulletin says:

"So far from imperfect and superficial workmanship being put upon the road, everything indicates a determination that the work now done shall be as durable as human ingenuity and enterprise can make it. The workshops, engine houses and other structures at Omaha, Cheyenne, North Platte and Laramie, are all handsome stone and brick edifices, that will last without repair or reconstruction for generations; while the road itself is as solidly and substantially built as any railroad in America. * * * In short, the closest scrutiny has failed to detect any signs of hasty or imperfect construction."

The editor of the N. Y. Express says:

"Firm, solid, substantial, we have now as fine a track as can be found on almost any road in the country, while the traveling accommodations are full of ease and comfort. * * * A visit to the wilds of the Rocky Mountains will convince the traveler that the Pacific Railroad is neither a myth nor a Brummagen affair, gotten up for purely speculative purposes."

The editor of the Boston Transcript says:

"The Union Pacific is a first-class road; finely graded, thoroughly tied, well ironed and ballasted, and substantially bridged."

The editor of the Baltimore American says of the Road:

"It is well and substantially built and ballasted, and rides more easily than two-thirds of the roads east of the Mississippi."

And again he speaks in the following unqualified commendation:

"I must reserve for another occasion some remarks upon the character of the road, its financial basis, present business, and future prospects. But it is proper to say just here that the rumors that have been put afloat at the East that the Company is a party of speculators, putting down a rude and poorly constructed road, that will be useless, or nearly so, when completed, is a falsehood that could only have been deliberately concocted and put in circulation for reasons which would not bear examination. The road is a good one, well and solidly laid, with heavy rail, and twenty-six hundred cross-ties to the mile over which the cars travel with remarkable smoothness, and the equipments, station-houses and work-shops of which all show that it is being built for use and not for speculation."

The editor of the New Haven Palladium says of the most extensive and difficult bridge upon the route:

"It is constructed with admirable skill, and is capable of bearing a weight forty times greater than will ever be placed upon it. * * * A careful examination of this magnificent structure convinced every member of the party that the

marvelous speed with which the road has been built, has not been achieved by any sacrifice of security."

The editor of the New York Times refers to the fast running done on a portion of the trip, and says:

"The locomotive tore along at a speed of over 40 miles an hour, and smoothly enough we traveled, even at that high rate, proving conclusively that the Union Pacific Railroad is substantially built."

Of the Company's shops at Omaha, the same authority says:

"The first-class cars manufactured here are equal to any cars to be found on any of the eastern railroads, and indeed, the whole rolling stock of the Company will compare with that of any other road in the country."

The editor of the Philadelphia Age says:

"It might be supposed, from the rapidity with which the work was done, that it was of a temporary and perishable character. But such is not the case. * * * Of the roadway it is enough to say that we traversed it smoothly, safely and steadily for five successive days, at a rate of speed varying from twenty to fifty miles per hour, and between the old track and that at the western terminus, which had been finished but an hour or two, no discrepancy was perceptible."

The editor of the Philadelphia Bulletin gives the following spirited description of the way the track is being laid:

"Track-laying on the Union Pacific is a science, and we pundits, of the Far East, stood on that embankment, only about a thousand miles this side of sunset, and backed westward before that hurrying corps of sturdy operators, with a mingled feeling of amusement, curiosity and profound respect. On they came: A light car, drawn by a single horse, gallops up to the front with its load of rails. Two men seize the end of a rail and start forward, the rest of the gang taking hold by twos, until it is clear of the car. Then they come forward at a run. At the word of command the rail is dropped in its place, right side up with care, while the same process goes on at the other side of the car. Less than thirty seconds to a rail for each gang, and so four rails go down to the minute! Quick work, you say, but the fellows on the U. P. are tremendously in earnest. The moment the car is empty it is tipped on the other side of the track to let the next loaded car pass it, and then it is tipped back again, and it is a sight to see it go flying back for another load, propelled by a horse at full gallop at the end of sixty or eighty feet of rope, ridden by a young Jehu, who drives furiously. Close behind the first gang come the gaugers, spikers, and bolters, and a lively time they make of it. It is a grand Anvil Chorus that those sturdy sledges are playing across the plains. It is in triple time, three strokes to a spike. There are ten spikes to a rail, four hundred rails to the mile, eighteen hundred miles to San Francisco. That's the sum, what is the quotient? Twenty-one million times are those sledges to be swung—twenty-one million times are they to come down with their sharp punctuation before the great work of modern America is complete."

These quotations might be greatly extended, but all the members of the editorial party bear similar testimony to the thoroughness of construction of the Union Pacific Railroad, and the permanent character of all its equipment and appurtenances. They are all equally positive concerning the great business future which the road must have as the outlet for the vast region west of the Missouri awaiting development.

We learn from the Treasurer of the Company that the earnings of the road for the past year exceeded four million dollars. Great as this sum is, it must be considered as only the beginning of

the immense traffic which will pass over the road when the whole line shall be finished.

Chenango Valley Railroad.

We have been shown a paper signed by a number of our moneyed citizens, pledging themselves to pay certain amounts "when the Chenango Valley Railroad shall be located through Cazenovia," and the necessary papers shall have been perfected for that object. We are told the towns of Nelson, Lebanon and Eaton feel much interested in the construction of this road. This road, if built, is to start at Syracuse, and run from thence to Cazenovia, through Nelson and Eaton, and intersect the Midland road at Smith's Valley, in the town of Lebanon.—*Cazenovia Republican*.

We learn that arrangements have been completed in England for the construction of the New Lisbon Railroad, which, though a separate organization from the Atlantic and Great Western, will, when finished, form a very important branch, and afford a large traffic to the main road, leading as it does into one of the finest beds of coal as yet discovered, and easily mined.

The gross receipts of the Northern (Ca.) Railroad for the half year ending July 1, 1868, were \$275,073 84, against \$271,306 55, being an increase of 2.81 per cent. over the corresponding period of 1867. The net revenue available for dividend was likewise considerably increased, it amounting \$79,274 24, against \$75,335 40, besides paying interest. The dividends of the company's bonds leaves a balance of \$29,567 28, to be carried forward to the credit of interest fund.

E. W. Cole has been elected President of the Nashville and Chattanooga Railroad Co.

TO RAILWAY CONTRACTORS.

THE GRADUATION, MASONRY AND BALLASTING of the following enumerated sections of the

Pittsburgh and Connellsville Railroad,

Are advertised for contract, and proposals for the same will be received at the Company's Office, in Pittsburgh, up to the

30th of SEPTEMBER, inclusive.

Commencing at the Uniontown Branch Junction, about a mile east of Connellsville, Sections 59 to 64 inclusive. Then Sections 65, 73, 74, 76, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 106, 110, 112, 115, 116, 117, 118, 119, 122, 123, 129, 130, 133, 140. All of these Sections are in the valley of the Youghiogheny River, up to Section 112 inclusive. Sections 115, 116, 117 are on the Summit, and embrace the Sand Patch Tunnel; and the remainder are in the valley of Wills Creek, Section 140 being about 5 miles from Cumberland.

Specifications of the work on the above Sections will be ready for delivery on the 1st of September, at the offices of the Company, at Pittsburgh and Cumberland, where contractors will obtain all necessary information to enable them to examine the line.

The Company reserves the right to reject all or a part of each bid.

B. H. LATROBE,
Civil Engineer.

August 10th, 1868.

5484

WANTED IMMEDIATELY.—Three 33 inch eight-wheel railway cars, gauge 4 ft. 8 1/2 inches. One passenger, one box and one platform freight car, new, or second hand if in good order, and of the best material and workmanship. Address "Cars," Post Office Box 3805, New York City, with full particulars as to description, price, and time and place of delivery. 33

750 MILES OF THE UNION PACIFIC RAILROAD

Are now finished and in operation. Although this road is built with great rapidity, the work is thoroughly done, and is pronounced by the United States Commissioners to be first class in every respect, before it is accepted, and before any bonds can be issued upon it.

Rapidity and excellence of construction have been secured by a complete division of labor, and by distributing the twenty thousand men employed along the line for long distances at once. It is now probable that the **Whole Line to the PACIFIC will be Completed in 1869.**

The Company have ample means of which the Government grants the right of way, and all necessary timber and other materials found along the line of its operations; also 12,800 acres of land to the mile, taken in alternate sections on each side of its road; also United States Thirty-year Bonds, amounting to from \$16,000 to \$48,000 per mile, according to the difficulties to be surmounted on the various sections to be built, for which it takes a second mortgage as security, and it is expected that not only the interest, but the principal amount may be paid in services rendered by the Company in transporting troops, mails, etc.

THE EARNINGS OF THE UNION PACIFIC RAILROAD, from its Way or Local Business only, during the year ending June 30th, 1868, amounted to over

Four Million Dollars,

which, after paying all expenses was much more than sufficient to pay the interest upon its Bonds. These earnings are no indication of the vast through traffic that must follow the opening of the line to the Pacific, but they certainly prove that

First Mortgage Bonds

upon such a property, costing nearly three times their amount,

Are Entirely Secure.

The Union Pacific Bonds run thirty years, are for \$1,000 each, and have coupons attached. They bear annual interest, payable on the first days of January and July at the Company's office in the City of New York, at the rate of six per cent. in gold. The principal is payable in gold at maturity. The price is 102, and at the present rate of gold, they pay a liberal income on their cost.

A very important consideration in determining the value of these bonds is the length of time they have to run.

It is well known that a long bond always commands a much higher price than a short one. It is safe to assume that during the next thirty years, the rate of interest in the United States will decline as it has done in Europe, and we have a right to expect that such six per cent. securities as these will be held at as high a premium as those of this Government, which, in 1857, were bought in at from 20 to 25 per cent. above par. The export demand alone may produce this result, and as the issue of a private corporation, they are beyond the reach of political action.

The Company believe that their bonds, at the present rate, are the cheapest security in the market, and the right to advance the price at any time is reserved. Subscriptions will be received in New York

At the Company's Office, No. 30 Nassau St.,

AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Remittances should be made in drafts or other funds payable in New York, and the Bonds will be sent free of charge by return express. Parties subscribing through local agents, will look to them for their safe delivery.

A PAMPHLET AND MAP FOR 1868 has just been published by the Company, giving fuller information than is possible in an advertisement, respecting the Progress of the Work, the Resources of the Country traversed by the Road, the Means for Construction, and the Value of the Bonds, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
August 12, 1868.

Notice to Contractors.

PROPOSALS will be received for Grading and Bridging the third (3d) Division of the Junction and Breakwater Railroad, from Georgetown, Delaware, to the Bay Shore at Lewes, 164 miles, until the 23d day of August, 1868. For specifications, plans, &c., call on Hon. JOHN W. HOUSTON, Pres., at Milford, Delaware, or M. C. CONWELL, Engr., at Georgetown, Delaware. Aug. 3, 1868. JOHN W. HOUSTON, Pres.

Mathematical Instruments

OF BEST SWISS, FRENCH & AMERICAN MANUFACTURE.

T. H. McALLISTER,

49 Nassau street, N. Y.

THE

NOVELTY IRON WORKS,

NEW YORK,

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Iron Piers and Bridges.

Works foot 12th street, E. R.

Office, 77 and 83 Liberty st.

THE

NOVELTY IRON WORKS,

NEW YORK,

FOOT OF 12TH STREET, EAST RIVER.

Steam Engines, Machinery, Iron Steamers, and Vessels.

IRON AND BRASS FOUNDRIES FOR CASTINGS OF LARGEST AND SMALLEST SIZES.

Copper and Brass Work of all Kinds.

Stationary, River, Marine, Side-Wheel and Propeller Engines;
Bollers, Boiler Iron Work, Tanks, Bulkheads, &c.;
Blowing and Pumping Engines;
Sugar Mills, Engines, Clarifiers, Kettles, Vacuum Pans;
Steam, Vacuum and Water Gauges, Indicators, Registers, &c.;
Steam Pipe, Whistles, Cocks, Valves, &c.
Hydrostatic, Lever, Screw, Cotton, Oil and other Presses;
Parkhurst's Saw Mills, Saws, &c.; Leather Belts and Hose.
Extensive stock of Patterns of Spur, Bevel and Mitre Wheels;
Pulleys, Fly Wheels, Racks, Ratchets, &c.
Burrill's Movable Cranes, Crane Engines, Hoisting Gear, &c.
Stevenson's Turbine Water Wheels;
Luther's Turbine Water Wheels.
Gear and Wheel Book furnished on application.

Godeffroy Brancker & Co.

42 Exchange Place, New York,

are prepared, as Sole Agents in the United States for the Prussian Mining and Iron Co., of Duisburg, Westphalia, to contract or sell in quantities to suit purchasers (delivered in either New York or Philadelphia) the celebrated

V. H. SPIEGELEISEN

used so extensively for the manufacturing of

Bessemer Steel.

This iron is free from Sulphur and Phosphorous, and contains a heavy percentage of Manganese. The above are also ready to contract for, or sell to arrive,

STEEL RAILS

Manufactured by

G. ARNDT & CO.,

of Dortmund, for which latter firm they also have the Sole Agency in the United States.

For particulars, samples, prices, or chemical analysis will be promptly forwarded on application. 3m32

"English Copper Co." Rails.

2,000 TONS of this well known make, fifty-six pounds per yard "Erie" pattern, to arrive at this port, and for sale by

HEYERDAHL, SCHONBERG & CO.,
4132 32 William street, New York.

"EBBW VALE"

50 lbs. Erie Pattern.

1,000 TONS for sale from yard, 25 feet and shorter bars.

HEYERDAHL, SCHONBERG & CO.,
4132 32 William street, New York.

LUBRICATING OILS.

FIRST PREMIUM. 1867.

Awarded by the American Institute to CHESEBROUGH & CO., 132 Maiden Lane, New York. "These oils are fully equal in quality to any known to the judges, being perfectly neutral and free from any objectionable features." Signed,

HORACE GREENLEY, President.
Perfectly pure (not mixed), absolutely free from gum; manufactured without acids; will stand any temperature; cheaper than any other good oils in market. 3m25

CAR PLUSHES.

Best French and German makes.

LOUIS WINDMULLER & ROELKER,
20 Reade street.

GERMAN STEEL AND HARDWARE.

For sale by

LOUIS WINDMULLER & ROELKER,
20 Reade street.

RAILROAD TIES.

100,000 Superior Oak, Chestnut, Pine and Hemlock Ties, 7, 8 and 9 feet long for Steam and Horse Railroads.

D. N. BEARDSLEY,
3m33 251 West street, N. Y.



No. 7 Broadway, New York City,
SOLE PROPRIETORS OF THE CELEBRATED



Prepared expressly for all classes of
MACHINERY.

The cheapest reliable lubricator in the market.

First Premium—Paris Exposition, 1867.

Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.



At Half the Cost of Linseed,

and warranted to give excellent satisfaction.
Circulars and Price Lists for Oils sold under the above
Trade marks and Titles furnished on application to the
Post-Office Box 4781, New York City.

SPECIFICATIONS

FOR

PROPOSALS.

OFFICE NEW ORLEANS, OPELOUSAS AND GREAT WESTERN RAILROAD COMPANY.

New Orleans, June 6th, 1868.

The New Orleans, Opelousas and Great Western Railroad Company desiring that a connection shall be formed between their present terminus at Berwick's Bay, and the Houston and New Orleans Railroad, which terminates at the Sabine River, and which when completed, the (distance being 163 miles,) will connect New Orleans with almost the entire railroad system of Texas, the President and Directors of said Company, therefore propose to such party or parties as may undertake to fill up such gap, the following terms and conditions, to wit:

1. Will lease the right of way and the franchises now possessed by said company from their present terminus at Berwick's Bay to the town of Vermilionville, the grading of which is almost entirely completed for these 63 miles, and will, at the same time, lease the right under their charter to build the branch railroad from Vermilionville to the Sabine River, at or near Orange, the same having been already located by resolution of the Board of Directors. The distance between these points is 100 miles. The Company reserving to itself the right of way and transportation on payment of proportionate freights and passage money from the present terminus of the road to any extension towards Opelousas, of its road beyond Vermilionville.

2. The said lease to continue for a term of years to be agreed upon between the Company and the Lessee. At the end of the lease the property to be valued by disinterested parties, the Railroad Company to select three, and the Lessee three, the two, if need be, to call in an umpire whose decision will be final. The Railroad Company reserving the right to purchase said property at such valuation, but if not then promptly paid for by said Company, the lease to be extended for a further term of years, and so on, until finally purchased and paid for by said New Orleans, Opelousas and Great Western Railroad Company. The grading already made between Berwick's Bay and Vermilionville, to be valued by competent engineers at the time of entering into a contract, but not to be paid for by lessees until the end of the first lease, herein provided for.

3. The parties leasing to obligate themselves to connect with no other railroad which might hereafter be built, terminating at or near the City of New Orleans, and further obligating themselves to do no act which will infringe the rights under the present charter of said Company, and also to hold said company harmless against any loss which might result from acts committed on that portion of road now proposed to be leased.

4. Should the Lessee succeed in obtaining a land grant on the line of railroad beyond Berwick's Bay, it will be and remain the property of said lessees, this Company claiming none of its benefits, and incurring no portion of the responsibility attending it.

5. Transportation to be furnished said Lessees over the Company's road, as follows, viz:

The President, Directors and officers of the road, including engineers, superintendents, road masters and bridge builders free of charge. Transportation of laborers going out to be charged one-third the regular fare. Provisions and supplies to be charged one half of regular rates. Material, other than iron and cross-ties, to be charged one half of regular rates. Iron to be charged one dollar per ton, and cross-ties (if any) fifteen cents each. Lessees to load and unload the cars.

6. The road thus to be built shall be a first class railroad in every respect. The gauge to be the same as the Company's road—say 5 feet 6 inches. The iron used not to be less than 58 lbs. per yard.

7. The said Lessees to obligate themselves to commence said road within four months, and have it finished and in running order to the Sabine River, connecting with the Houston road at or near Orange, within three years from date of signing the lease.

8. In order to ensure the faithful performance of the contract the Lessee will be required to execute a bond to an amount, and with good and satisfactory security to the satisfaction of the Board of Directors.

9. The Company reserves the right to reject any and all bids.

Another proposition and for which proposals are also invited, is to lease the road, including depots, stations, rolling stock, etc., from Algiers, opposite New Orleans, to Brashear City, including the franchises of the Company beyond to Texas, under the following conditions:

1. That the party or parties proposing to lease shall state the least number of years he or they will lease the road, on the following conditions:

2. The accrued interest to October the 1st, 1868, on the mortgage bonds, (said bonds maturing in 1889,) to be provided for by the lessee.

3. The semi-annual interest on same bonds, accruing yearly after date, and payable on the first days of April and October of each year, say \$100,000 per annum, to be also provided for by said lessee.

4. The road to be built over the route from Berwick's Bay to New Iberia, thence to a point at or near Vermilionville, thence in a westerly direction to a point on the Sabine River, connecting with the Houston and Beaumont road.

5. The building of the road to be commenced within four months after signing the contract of lease, to be prosecuted with all dispatch, and to be fully and finally constructed within three years from the signing of the lease.

6. The grading, culverts, etc., now made beyond Berwick's Bay, to be taken by the Lessee at a valuation to be ascertained by experts, one to be appointed by each party,

in case of disagreement they to select an umpire, and to be paid for on such terms as shall be hereafter agreed on.

7. The road to be built, equipped and maintained during the entire lease as a first class road in every respect.

8. At the close of said lease, the said road, depots, stations, rolling stock, etc., from Berwick's Bay to the Texas line, shall be valued by experts, one to be appointed by each of the parties thereto, and in the event of disagreement, the two to select an umpire, whose decision shall be final. The value thereof thus ascertained shall be subscribed as stock in the present Company, it being well understood that all costs of maintenance, as well as expenses of operating the road, shall be at the exclusive charge of the Lessees.

9. The contract with Charles Morgan for running a line of steamers to Texas, extending to 1871, to be carried out by the Lessee in every respect.

10. The present road to Berwick's Bay, including depots, machine shops, rolling stock, bridges, etc., to be turned over to the Lessee after inventory and appraisal, and the said property, or property of like character and value, and like condition and good order, to be returned to the company at the expiration of said lease.

11. The Lessees, to ensure the faithful performance of the contract, to furnish security to the satisfaction of Board of Directors.

12. The said Lessees shall contribute and pay each year the sum of \$5000, payable quarterly, to keep up and maintain the organization of the Railroad Company during the existence of this lease.

13. The said Lessees obligate themselves to do no act which may operate a forfeiture of the charter, and shall hold the said N. O. O. and G. W. R. R. Co. harmless against any and all acts of theirs.

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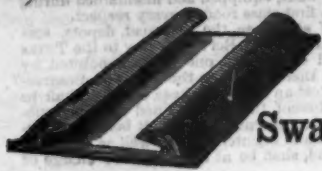
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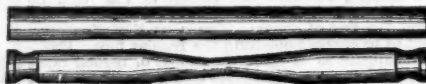
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